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THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

OCTOBER 14, 1950

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**Last year, for instance, three out of every four freight cars delivered to the railroads were Unit-equipped.**

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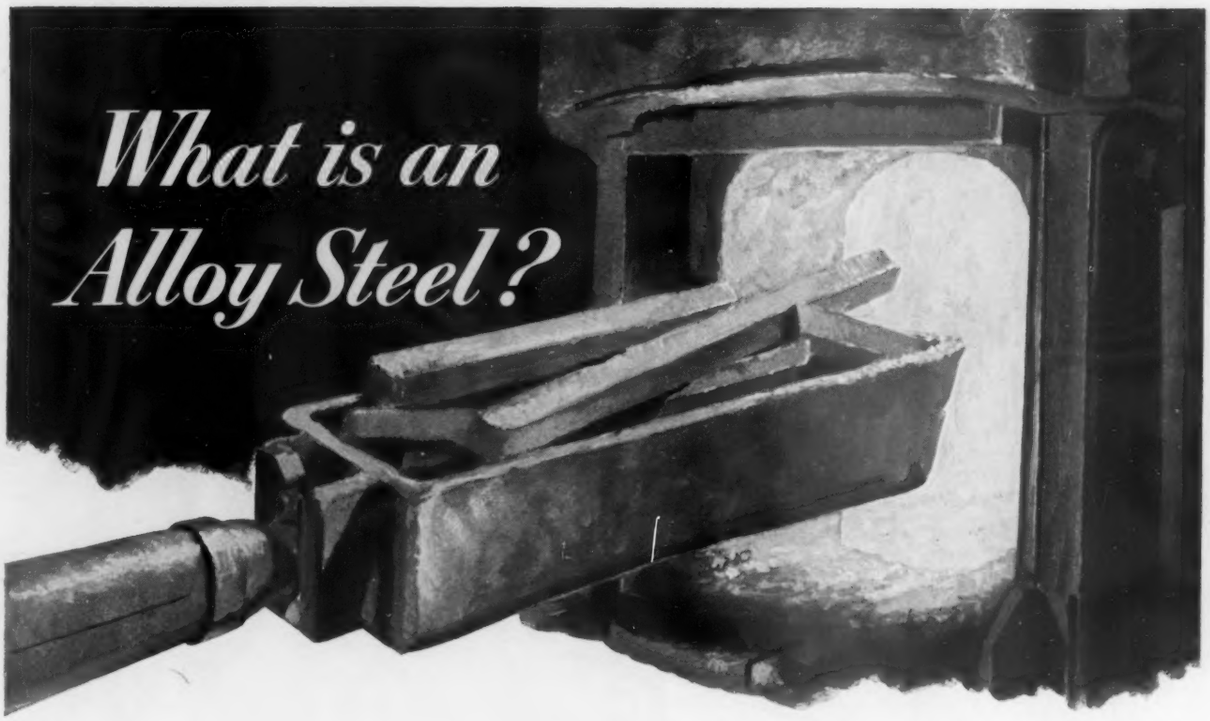
**UNIT TRUCK CORPORATION • NEW YORK**




In general, an alloy steel is a grade in which one or more alloying elements have been added to impart special properties and thereby increase the value of the steel for given uses.

More specifically, an alloy steel is defined as one in which the maximum specified content of alloying elements exceeds one or more of the following limits: manganese 1.65 pct; silicon 0.60 pct; copper 0.60 pct — or, one in which there is a range or minimum quantity, within the limits of the recognized commercial field of: aluminum, boron, chromium, cobalt, columbium, molybdenum, nickel, titanium, tungsten, vanadium, zirconium, or any other element that has been added to produce a desired alloying effect.

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**BETHLEHEM *ALLOY* STEELS**

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**It's not listed in any engineering text . . . but a full coffee cup sitting in a clean, slopless saucer on a dining car table tells a lot about the smoothness of the ride . . . and the comfort of the passengers. And in this highly competitive day, these things are highly important.**

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WILMERDING, PA.

Vol. 129, No. 16 October 14, 1950

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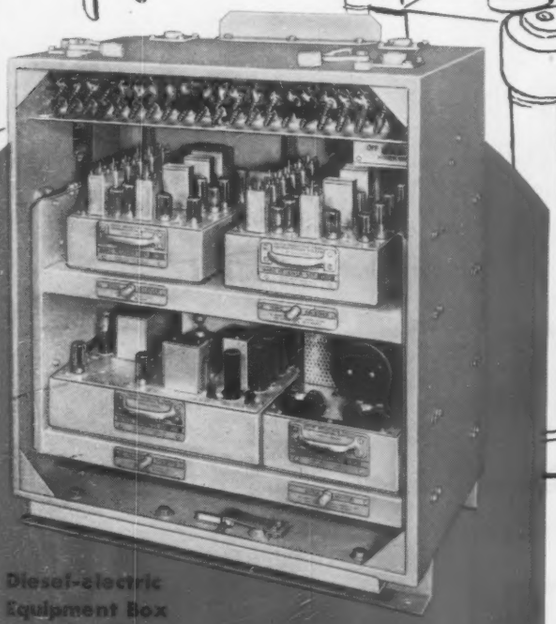
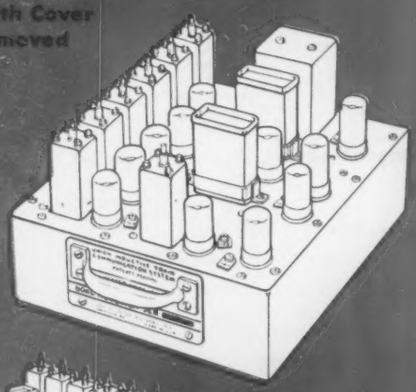
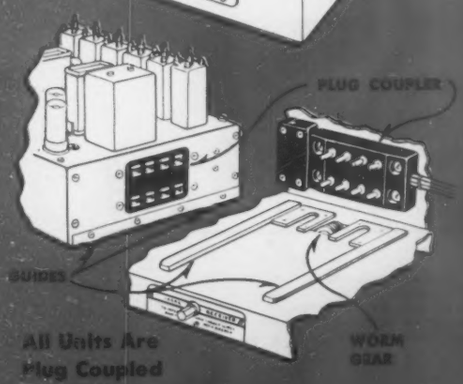


Diesel-electric Equipment Box With Cover Removed



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# WEEK AT A GLANCE

**IN THE NEWS:** I.C.C. drops water-competitive rate cases; reprieves forwarder-truck pacts; proposes revision of Diesel brake rule.—October 15 is deadline for wage-hour negotiations in Canada.—A.A.R. considers proposed plan for short-routing empties.—New figures issued on division between various agencies of transportation of intercity ton-miles.—September freight car deliveries total 5,131.—Western Maryland announces recapitalization plan.—Air lines heaviest transportation advertisers.—Emergency lubrication specifications approved.—Federal agencies agree on traffic management.—I.C.C. refuses to modify action on tentative classification.—First appointments made to Defense Transport Administration staff.

**NO END IN SIGHT:** This paper has frequently commented editorially on the fact that there is apparently no end to the insatiable demands of railroad employees for higher and higher wages and more and more concessions in working rules. The brethren themselves have given fresh evidence of that in new demands, reported in the News pages, by the firemen and 15 non-operating organizations, for hourly wage boosts of 35 cents and 25 cents, respectively, on top of all the wage increases and other concessions they have already won since the war's end. These new demands, if granted in full, would virtually absorb all net income, leaving nothing for stockholders—the forgotten men of the "fair deal"—or for the new equipment and fixed-plant improvements which the railroads so desperately need. There is apparently no recognition, and certainly no concern, as to what such demands will eventually do to the railroads as an industry; only isolated instances (like the one mentioned in our page 16 editorial) of realization that jobs and wages alike depend at least in part on employee willingness to cooperate in meeting present-day competitive conditions.

**SIGNIFICANT MONTH:** "The report of railway earnings and expenses in August [summarized in last week's *Railway Age*] is the most encouraging report for any month that has appeared in a long time." So says our leading editorial—which continues, however, to point out that the railroads still need, not only the additional equipment they are moving so rapidly to acquire, but also "largely increased expenditures on roadways and structures." And no single month's results are going to give the railroads either resources or credit sufficient for such necessary expenditures; that requires some fundamental change in attitude of government, public and employees.

**SHORT LINE DIESEL SHOP:** Efficient repair and maintenance shops for Diesel locomotives don't have to be big, expensive structures. That they can be tailored to fit a short line's needs and pocketbook is proved by the three-track, $35,000 facility of the Des Moines & Central Iowa, which is both described and illustrated, with a sketch plan, in the feature article starting on page 28.

**SHORT LINE PROBLEMS:** Problems faced by the country's still numerous short line railroads—caught, like so many of their bigger brothers, in the squeeze between rising costs of operation and artificial diversion of traffic to subsidized competition—were the general topics of discussion at the 37th annual meeting of the American Short Line Railroad Association at Tulsa, Okla., on October 3-4. A report of the proceedings begins on page 18.

**"GIVE US CARS":** That, and efficient utilization of existing cars, were the central themes of last week's annual meeting of the National Association of Shippers Advisory Boards, which is reported in full on pages 31-34. As might be expected, the problem of freight claims also came in for a lot of attention, as did l.c.l. service.

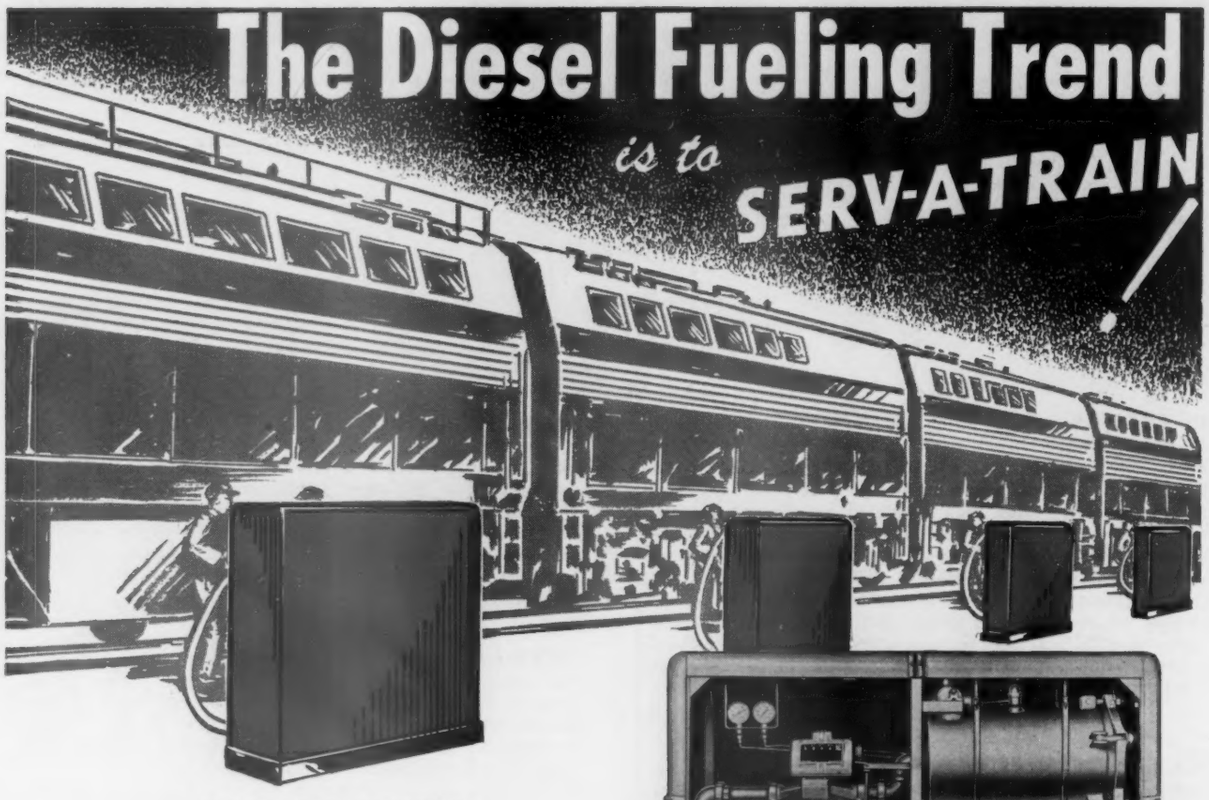
**"FIRST STOP, ALBUQUERQUE!"** Or "non-stop to Cheyenne"—or Denver or Salt Lake City! Such announcements, or others to the same general effect, may be heard someday soon in New York passenger terminals if present studies as to the feasibility of transcontinental passenger trains produce favorable answers. At least three roads—the New York Central, the Santa Fe, and the Union Pacific—are giving serious consideration to operation of such trains. Not just through cars, but complete coast-to-coast trains! No exact details of the studies were available at press time for this issue, but some of the factors involved in such transcontinental service are explored in a News article.

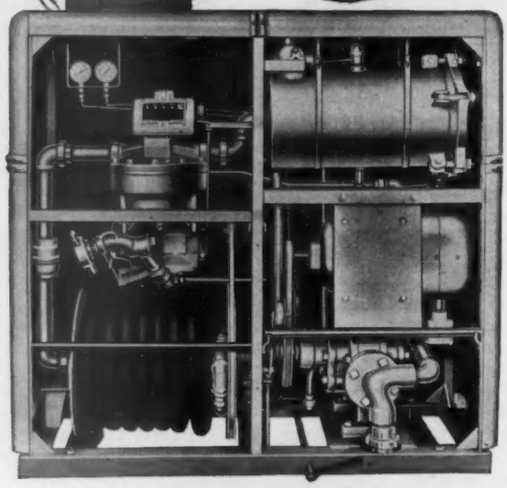
**"MR. PUBLIC RELATIONS":** Canada's "Mr. Public Relations"—Walter Scott Thompson of the Canadian National—is scheduled to retire on October 22 from the position which he has filled with outstanding success for more than a third of a century. Beginning on page 20 is an evaluation of the philosophy and the methods which have won for him the friendship and acclaim of railroad and newspaper men alike, and which have enabled him to make an outstanding contribution to the advancement of railroad public relations in general.

**REEFER-BOX:** Latest addition to the many new and improved types of rolling stock being made available to the country's railroads is the Pressed Steel Car Company's Unicel combination refrigerator-box car—a pilot model of which will be shown at New York on October 16. Built of "cellular laminates"—a relatively new material—and along revolutionary engineering lines, the new car has a load limit of 61.5 tons with an anticipated light weight (for production models) of only 20 tons. With highly satisfactory strength characteristics already demonstrated by impact tests, it may be the means of saving for other emergency uses a lot of needed steel. The new car, a product of several years of intensive research, is described and illustrated in detail in the article which begins on page 24.

# The Diesel Fueling Trend

*is to* SERV-A-TRAIN





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Each fueling system has its own weatherproof cabinet complete with pumping, filtering and metering equipment. It is as easy to install as a filling station pump.

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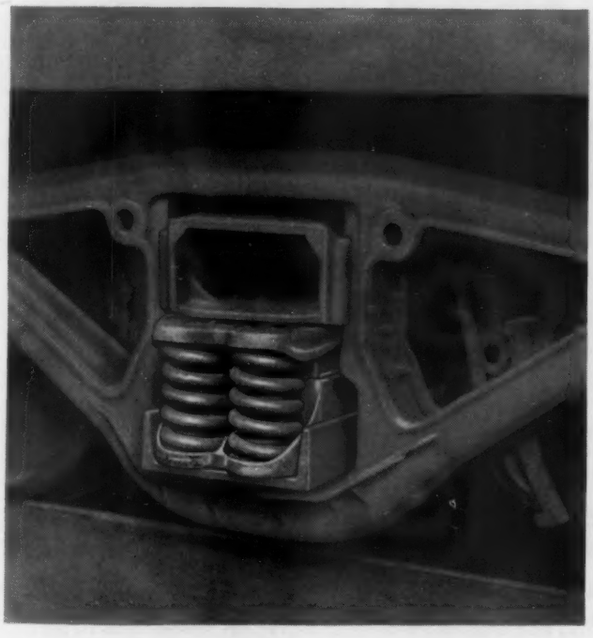

● It pays to make *old trucks* modern with self-contained, self-controlled A.S.F. Ride-Control Packages. Long spring travel, plus constant, uniform friction control—*the famous Ride-Control principle*—smooths the ride for lading protection . . . reduces maintenance by shielding cars from track shocks . . . cushions impact at the rails for longer *roadbed* life.

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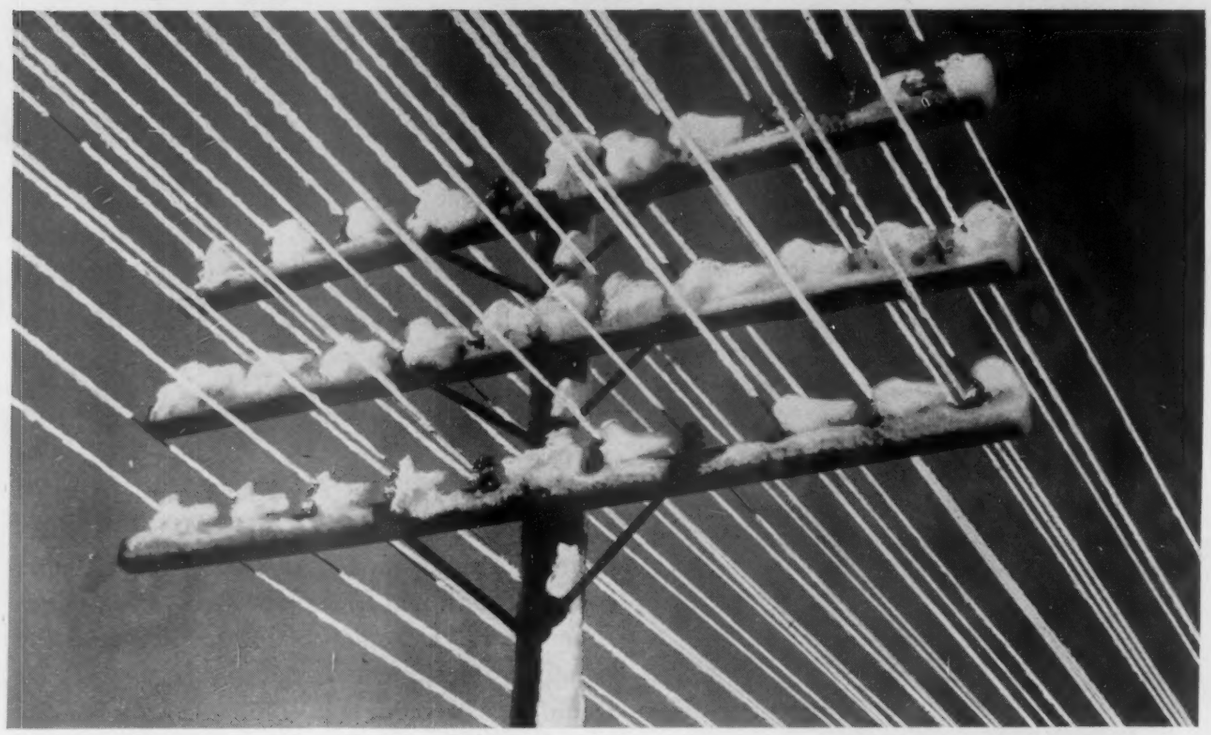
MINT MARK OF FINE CAST STEEL

# WHEREVER YOU USE WOOD..



**IN THE NORTH,** poles must resist the tremendous weight of frequent sleet storms. Avoid preservatives which *weaken* the wood. BARRETT* Coal-Tar Creosote allows poles to retain their maximum strength, and helps to keep the poles at their best and hold the lines aloft.

**IN THE DESERT,** crossties broom, shatter and split from extreme dryness and heat. Solutions made with BARRETT Coal-Tar Creosote retard this, and also reduce mechanical wear of crossties through their lubricating action on the wood fibers. In poles, heavy treatment with BARRETT Coal-Tar Creosote substantially reduces checking and splitting.

**IN THE SOUTH,** prolonged high temperatures cause light-bodied preservatives to leach and evaporate from the wood, thus exposing the wood to termite attack and decay. BARRETT Coal-Tar Creosote, heavier bodied and of lower volatility, prevents this condition. It stays in the wood longer under all conditions—doesn't "run out" on the job.

**IN THE SWAMPS,** forces of decay are almost at their maximum of destructive power. High moisture content and infection from other decaying wood and debris are ever-present menaces. Poles properly treated with BARRETT Coal-Tar Creosote have survived under swamp conditions for years.

**IN FRESH WATER,** many preservatives leach out of wood. BARRETT Coal-Tar Creosote resists this leaching action. Being only negligibly soluble in water, it is the preferred preservative for use on submerged wood structures, or those exposed to the powerful action of rapidly flowing water.

**IN SALT WATER,** marine wood-borers give a preservative its severest test. Of hundreds of preservatives that have been tried through the years, *Coal-Tar* Creosote is the only one that has proved consistently effective against teredos, limnoria and other salt-water enemies of wood.

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**Only coal-tar creosote wood preservative has been used long enough and widely enough to have proved its effectiveness under all conditions.**

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# COMMONWEALTH

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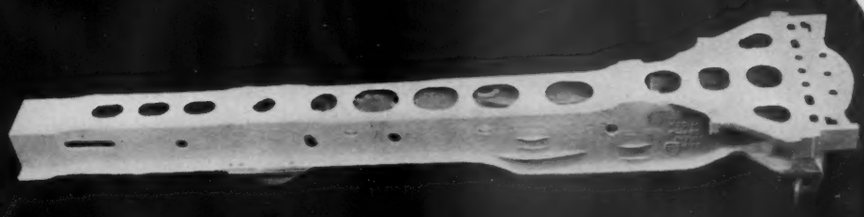

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Built by
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The 100 New Multiple Unit Commuter Coaches of modern design recently placed in service by the New York Central System, have the proved advantages of COMMONWEALTH one-piece cast steel Platform Center Sills and COMMONWEALTH Motor Trucks.

The underframes incorporate two COMMONWEALTH underframe end castings of alloy steel which provide the simplest and strongest construction for this vital part of the car body. Their inherent strength assures greater passenger safety and minimizes car damage in collision.

COMMONWEALTH equalized Motor Trucks with all-coil springs and equipped with bolster anchors provide smooth comfortable riding. The one-piece truck frame and bolster assure great strength, light weight and a long, economical service life.

*Specify COMMONWEALTH Underframe End Castings and COMMONWEALTH Trucks for your new passenger cars.*

## GENERAL STEEL CASTINGS

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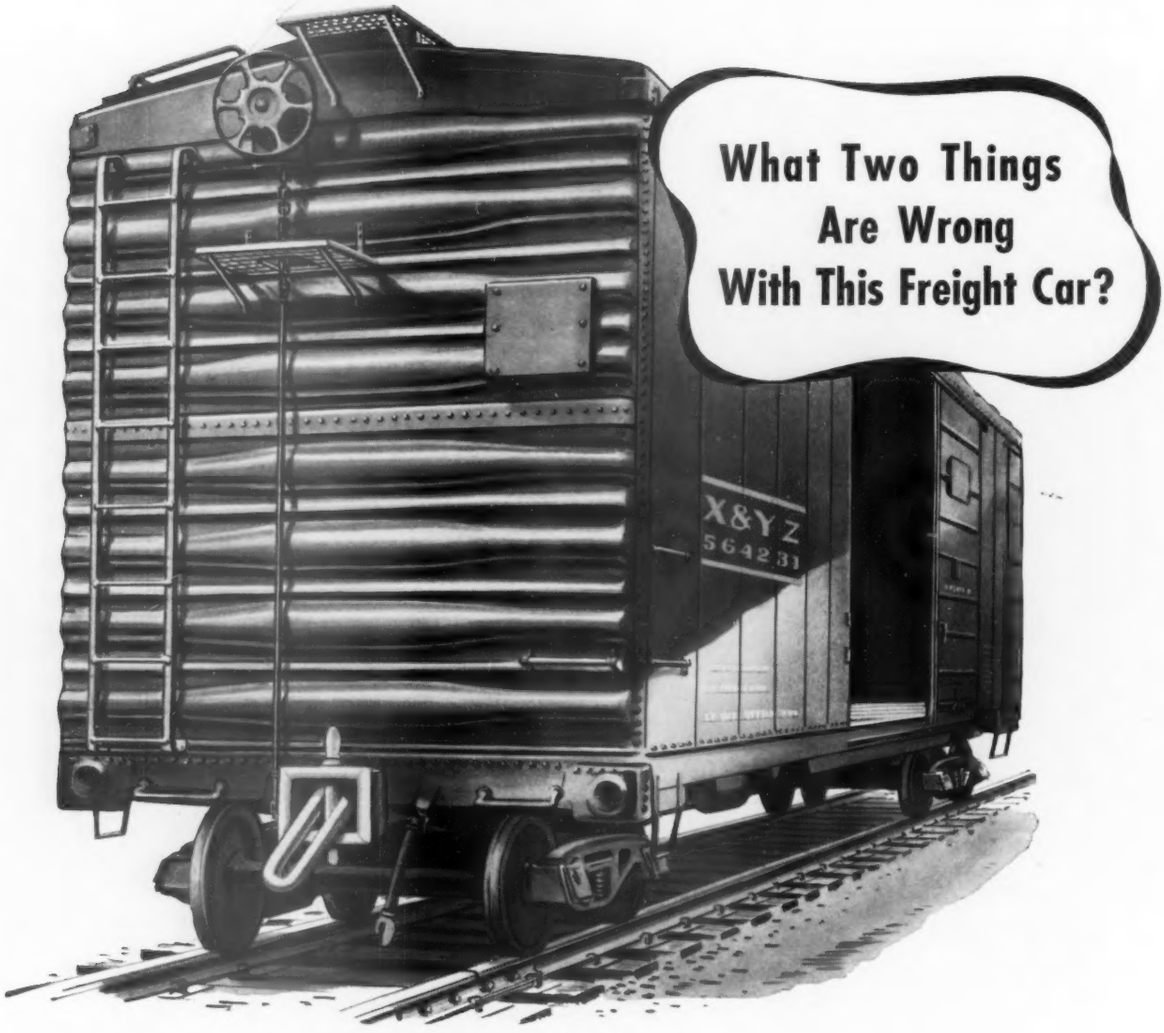


Right away, you'll spot that old-fashioned—and hazardous—link-and-pin coupler. But we'll have to tell you the second thing that's wrong: This car has an equally old-fashioned and hazardous floor.

Modern railroading demands the strength, durability, and dependability of *steel* floors—NAILABLE STEEL FLOORING, for original and replacement equipment. Here are five reasons why N-S-F is favored:

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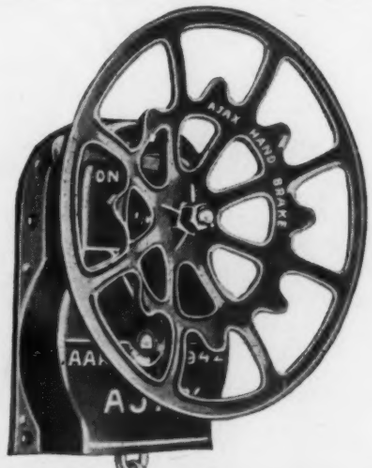
50-SF-14A

**Further information is available from sales representatives in Detroit, Chicago, Philadelphia, St. Louis, Atlanta, San Francisco**

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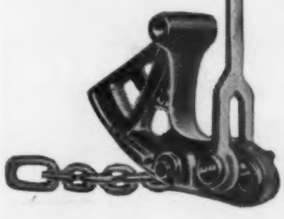
**SYMBOL OF LEADERSHIP • ALWAYS DEPENDABLE**



# AJAX

## *Hand Brake #2*

## *—with "STAND-STILL WHEEL"*

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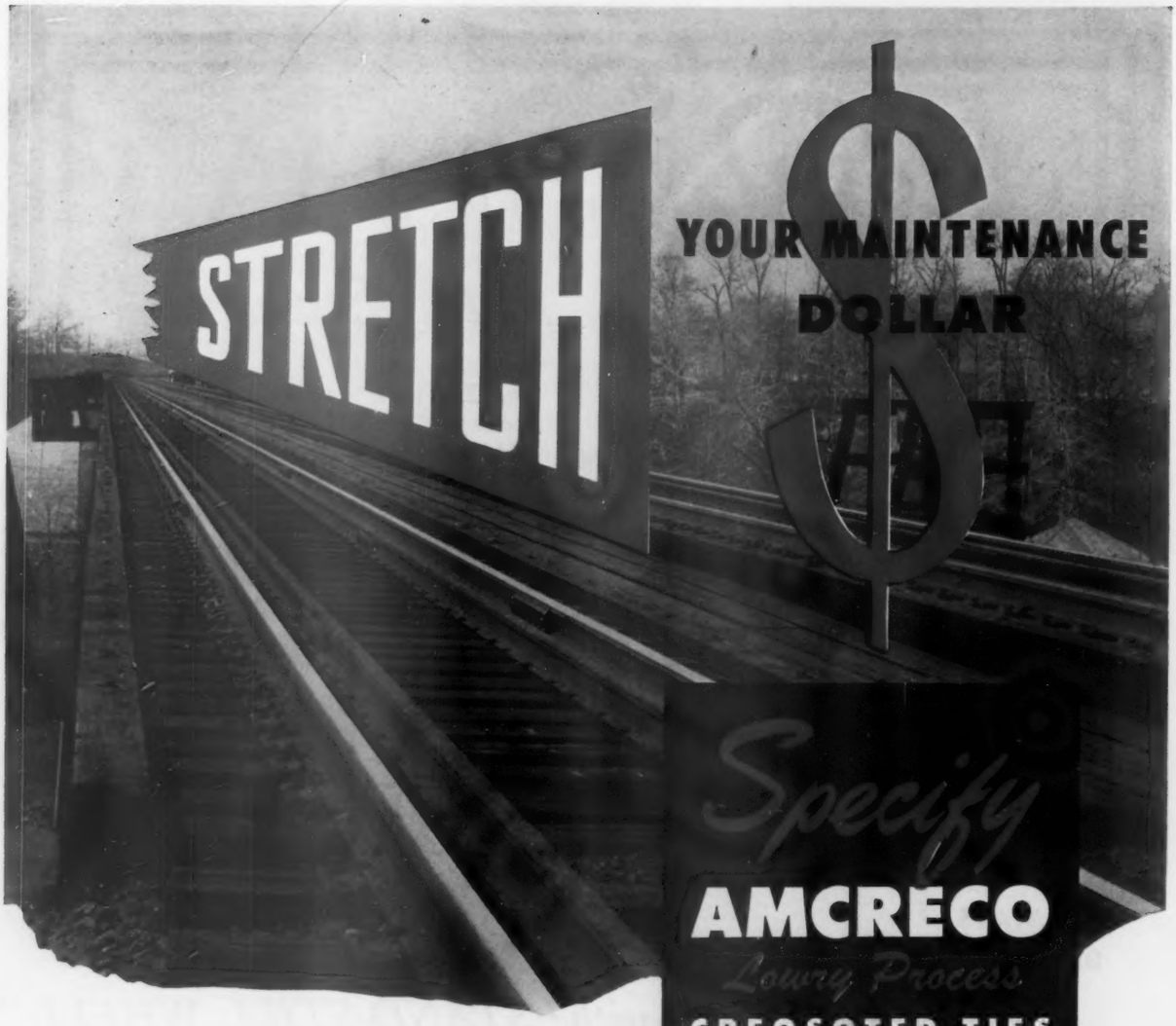


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*Pressure-treated for strength that lasts!*

# SIGNIFICANCE OF RAILWAY RESULTS IN AUGUST

The report of railway earnings and expenses in August recently issued is the most encouraging report for any month that has appeared in a long time. Net operating income of $122 million was the largest for any August since the war year 1943, and compares with an August average of only $86 million in the four postwar years 1946-1949, inclusive. Total operating revenues of $890 million were the largest in any August in history, but the gain in gross does not by any means entirely explain the increase in net. The ratio of operating expenses to gross earnings was reduced from 79 per cent in August, 1949, to 70 per cent. This was the lowest ratio achieved in any August since 1944, or in *any month* since 1945, and is conclusive evidence of efficiency and economy in operation.

Since 1945 great changes have occurred on the railways. There have been large advances in wages, reductions of working hours, advances in the prices of everything that has to be bought, and advances in rates. The advances in rates have been intended to cover the increases in costs, but have heretofore fallen far short of doing so. Meantime the railways have made expenditures of about $5 billion on new equipment and in improvements of roadway and structures. The purposes of these large expenditures of capital have been to enlarge capacity and make possible increases in efficiency and economy of operation, and the August results are the best evidence yet afforded that the large capital expenditures that have been made are beginning to accomplish their purposes.

While it is justifiable to rejoice because of August results that presage an increase in net operating income throughout the rest of 1950, it must be emphasized that the railways are faced with problems as serious as they ever were in their history—problems which cannot be solved without a long continued increase in net earnings. While they were getting comparatively good financial results in August, they were confronted with a freight car shortage which was serious throughout the country, very acute in some parts of it, and which was bringing down on them much criticism from shippers. Some of the criticism doubtless was extreme and unfair; but when a shipper finds it almost impossible to do business because he cannot get freight cars, it is difficult for him to regard the situation reasonably.

The increase in traffic due to the nation's preparations for war, and consequently the car shortage, are doubtless now at their 1950 peaks, because October is usually in each year the month of maximum traffic. But although the war in Korea seems to be won, it is apparently the government's intention to effect complete mobilization, both military and industrial, in preparation for a possible World War III.

Such complete military and industrial mobilization can-

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not be achieved unless the railways, most of which are now operating to their capacity, are as rapidly as possible put in condition to handle a still more largely increased traffic next year and in later years. This will require not only largely increasing available equipment by acquiring new and rehabilitating old equipment, as is being done, but largely increased expenditures on roadways and structures. For to supply an adequate fleet of locomotives and cars will be largely futile unless the capacity of yards, terminals and other fixed facilities used in breaking up, making up and moving trains is adequately increased. And it is now much easier to finance the acquisition of equipment than to provide adequate financial means of enlarging and improving roadway and structures. The financial means for these purposes must be derived from net operating income as long as railway credit remains as bad as it is; and railway credit can be improved only by an even larger increase in net operating income than is presaged by the favorable results reported for August.

## THEY PROTECT THE PASSENGERS

"The fact that many persons were not killed is certainly a tribute to the modern all-steel cars on the passenger train" is the remark attributed to a city fire chief who recently had to deal with an oil fire at the scene of a recent passenger-train wreck. This emphasizes the increases in the safety of passenger-train cars which have been made progressively over the past half century, some of them within very recent years.

The first great change within that period was the development of all-steel construction. This began shortly after the turn of the century. By 1948, 88.4 per cent of the passenger-train cars of all types on Class I railroads were of all-steel construction. The hazard of fire has thus been practically eliminated and the resistance to destruction under collision impacts greatly increased. Improvements to resist the tendency to telescope and to strengthen the structure to withstand end impacts were made in steel cars during the first third of the century at the expense of increasing weight. With the advent of new materials of construction since that time the weights of new cars have been reduced with no reduction of strength. Indeed, the reduction of weight has decreased the energy which must be dissipated under corresponding conditions of speed and impact, thereby tending to increase the effective resistance in collision impacts and increasing the margin of safety of the lighter cars.

Modern passenger cars are built to a minimum specification requiring them to support a load of 800,000 lb. applied on the center line of draft without permanent deformation. To resist telescoping, the two collision end posts must each develop an ultimate shear of 300,000 lb. or more at the top of the underframe. The self-locking center pin adds the truck up to the shearing strength of the center pin itself to the resistance to telescoping.

The latest factor tending to increase the safety of passenger cars under conditions of derailment or collision shocks is the tightlock coupler. These couplers resist the tendency of the cars in a train to separate up to the point of failure of the coupler itself. This tends to increase safety in two respects: (1) in maintaining horizontal alinement of the underframes of adjoining cars, thus making telescoping impossible, and (2) in maintaining a closer approach to normal alinement and resisting the tendency to overturn.

It is, of course, impossible to design a car structure which cannot be destroyed if subjected to great enough forces applied at unusual points. It is also impossible to predict precisely what changes in alinement of the cars in a train may take place under violent impact. Experience so far, however, indicates that the integrity of modern car structures is seldom destroyed by end impacts and that the resistance to separation effected by the tightlock coupler has reduced the hazards which go with complete separation of cars in an accident.

It is also impossible to prevent injuries to persons inside cars subjected to the violent changes of velocity and direction, even though the integrity of the structure remains unimpaired. Here again, however, experiences with modern cars in accidents suggest an amazing reduction in the number and severity of personal injuries when the integrity of the structure is maintained.

## LABOR INTERESTED IN TRAFFIC

The recent settlement between the Switchmen's Union of North America and the carriers (reported in *Railway* Age of September 9, page 68) included a minor but none-the-less significant agreement for which that union is to be commended. The Switchmen went along with an emergency board recommendation that would re-establish the railroads' prerogative "to expand or contract . . . yard limits to conform to the needs of service."

Conformance with this recommendation apparently indicates recognition by this brotherhood of the primary importance of protecting traffic for movement by rail—a realization that, whereas rules which restrict the carriers' ability to compete can only result in temporary gains by employees, working agreements which will attract traffic will protect existing jobs and create new ones.

This agreement is of especial interest to railroad industrial development officers, whose opportunities to locate new industries "on track"—where the S.U.N.A. represents yard crewmen—are greatly enhanced by the additional flexibility given the carriers with respect to their ability to furnish economical switching service.

The so-called yard limit was originally used only to designate an area within which trains might operate without authorization by timetable or train order. But over the years it became an arbitrary area to which the work of switching crews was confined. Work in areas

outside became the exclusive "right" of road crews. As changes took place in industry, the carriers found themselves frozen within the old limits. The unions contended that a change in yard limits was tantamount to a change of "rates of pay, rules, or working conditions" as defined in the Railway Labor Act, and therefore, under that act, subject to their consent. They were generally reluctant to relinquish the "plums" which were the fruit of these artificial working boundaries. The use of yard crews outside arbitrary limits constituted "road work," they insisted, and they were successful in winning awards from the National Railroad Adjustment Board sustaining claims for extra days' pay for such assignments, even if the service actually performed represented only a fraction of a day's work. This had the effect of making the cost to furnish adequate switching service to industries at border-line points prohibitive to the railroads. Even though one industry might have the benefit of regular switching service, an adjacent one might be left to depend on local freights, perhaps not even operating daily. Road crews of through freight trains would claim punitive payments if they were required to perform this service.

The switchmen's union's willingness to restore to the carriers the right to designate switching limits will not very likely cost its members, or members of organizations representing road crews, any jobs—only the loss of some punitive payments. Since the new arrangement will enable the railroads economically to furnish better service, and thus meet competition, the perpetuation of existing jobs and the creation of new ones is the more likely result.

There is a real need for more such enlightened treatment of outmoded working agreements in a manner to benefit the carrier, the shipper and the employee alike.

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## IT'S CHEAPER TO INSTALL TRAIN COMMUNICATION NOW

Within recent months, several developments in equipment and operating practices have introduced new considerations in the way of reduced cost and increased benefits of radio or the inductive system for communication between trains and wayside offices and between the head and rear ends of trains on the road, as well as between yardmasters and switching crews in yards and industrial switching areas.

During the past few years, several large manufacturers of radio, as applied in all fields, have conducted intensive research, and the improvements which have been developed in radio in general are now being included in radio for railroads. Research and field installations also have improved the inductive equipment. Through the years, the manufacturers have carried the costs of this research and practical application, the benefits of which are now being reaped by the railroads. For example, developments which reduce the power required to operate train communication now permit the use of a simpler primary power supply on cabooses. Such changes in equipment, together with reductions in installation work, have made it possible to cut total costs for radio about 50 per cent on a caboose, and about 25 per cent on a locomotive.

A different practice, which has been adopted by one railroad on an extensive project, is to provide no power supply on the cabooses except the batteries in the walkie-talkie set assigned to each train crew, which can be used either as a portable unit when men are walking along the train, or connected to an antenna on the caboose for greater distance, or when the train is in motion. Since it is necessary to install only an antenna and connections on each caboose, all the cabooses in the pool on a division can be equipped at a small cost. The number of walkie-talkie sets is determined by the number of trains on the road at any time, which for practical purposes is represented by the number of locomotives equipped. This practice of using walkie-talkies, rather than non-portable sets on cabooses, may not give satisfactory results under some circumstances of train operation or where terrain conditions are adverse. This project, however, as well as others which include more simple primary power supply, are of interest to roads which have hesitated to adopt radio or inductive systems because the cost of power supply seemed too much in proportion to total costs.

To the men who have the advantage of modern train and yard communications, using this equipment is practically the same as using the telephones in their homes. In numerous instances a brief conversation saves a long walk, prevents a serious delay, or eliminates congestion on the road or in a yard. These accumulated benefits are recognized by numerous railroads. The growth of the application of train and yard communication on railroads in the United States is shown by information on file with the Federal Communications Commission. In twelve consecutive months, the F.C.C. authorized an increase of 1,615 in the number of radio stations on railroads, and for the same period it reported the installation of 109 stations using inductive equipment—a total increase in one year of 1,724 stations. Further tabulations based on F.C.C. information and statistics released by the Communications Section of the Association of American Railroads show that, as of July 15, this year, railroads had in service, or authorized, a total of 5,631 radio and inductive stations, including 521 fixed, 5,070 mobile and 40 portable.

Many railroads which have had extensive installations for several years are now proceeding with further large projects.

With the present increasing volume of traffic, a practical means of minimizing delays on the road and congestion in yards is to install a system of communication between the two ends of trains, and between yardmasters and yard crews. The cost of the communication equipment is but a drop in the bucket, compared with the cost of a modern locomotive, and the return on the investment, in increased utilization of locomotives alone, can be very worthwhile.

**Good news for many of the short lines was word that the Post Office Department and the carriers had agreed on a compromise increase of 49 per cent in railway mail pay. The increase is subject to approval by the Interstate Commerce Commission**

# Short Lines Hold Thirty-Seventh Annual Meeting at Tulsa

Representatives of 103 short line railroads—members of the American Short Line Railroad Association—met at the Mayo hotel in Tulsa, Okla., on October 3 and 4 with a common objective of finding means by which they might perpetuate their existence as free enterprise common carriers. J. M. Hood, president of the association—whose 320 member roads constitute the "little business" of the railroad industry—opened the general meeting with a report that in 1949 members operated 23,653 miles of road representing a total investment of $1,670,816,497. Total net income of the short lines was approximately $20 million in 1949, compared with $37 million in 1948. Mr. Hood reported a continued attrition of rail traffic to competing forms of transportation "due primarily to the preferred status of highway, waterway and air carriers" and as a result of industrial and railroad strikes.

Featured on the program were W. G. Vollmer, president of the Texas & Pacific; E. H. Davidson, director, Bureau of Locomotive Inspection, Interstate Commerce Commission; John Thad Scott, Jr., chairman, National Mediation Board; F. C. Squire, member, Railroad Retirement Board; and Mayor George Stoner of Tulsa. T. H. Steffens, vice-president of the Sand Springs Railway, played host to the visiting railroad men. The members were treated to a dinner at the Sand Springs Home where, along with other entertainment, President Hood danced with a family of Sac and Fox Indians.

### *Resist Hand-Outs*

Mr. Vollmer, speaking at the annual luncheon, urged that businessmen take a firm stand against "planned economy" and actively support a "Constitutional democracy and its free, competitive enterprise system." Mr. Vollmer outlined the demise of individual freedom and opportunity which is certain to follow governmental planning of economic affairs, and declared that the defenders of free enterprise must "resist the temptation to demand or accept federal funds for local or regional projects" or personal gains. Railroad officers must show their associates and employees, the T. & P. president stated, how the free enterprise system has benefited this nation and enabled it to become great.

C. A. Miller, vice-president and general counsel of the association, presented a report regarding the possible effect of a federal workmen's compensation act on member lines. He indicated that it would not be possible to make a sound estimate as to what such an act would cost, particularly as compared with existing employee accident costs under the Federal Employers' Liability Act and the 48 separate state compensation and liability laws, but recommended that the association not presently seek repeal of the Federal Employers' Liability Act and the substitution therefor of a federal workmen's compensation act, the workmen's compensation acts of the various states, or the provisions of the Longshoremen's and Harbor Workers' Compensation Act. Mr. Miller expressed the opinion that any substitute legislation which would have labor's support would be legislation that would increase costs over those of present laws; that under it costs would continually increase, and that administrative expenses thereof would probably be excessive. He recommended a study to compare costs.

Mr. Miller went on record as opposing any Section 22 rates—which were responsible for the so-called reparations cases—feeling that the government should pay the same charges on transportation as paid by other shippers.

Mr. Scott advocated an honest approach to mediation proceedings, "prepared to present *bona fide* argument." He recommended that, where interruption of essential service is threatened, the board certify deadlocked disputes to the President, even in the absence of a strike date or a strike vote.

Mr. Squire pointed out that out of the $18 which

each railroad man pays each month to the Railroad Retirement Board (on incomes of $300 or above) only 16 cents goes to cover administrative expense. Delays on payments are currently 25 per cent less than a year ago—partly due to the cooperation of the railroads—he reported. There is a balance of $2,300 million in the board's fund. Payments amount to about $300 million annually, and should eventually level off at about $800 million based on present employment. The present one-half of one per cent rate for unemployment payments will probably be satisfactory for at least the next few years, he reported. Payments to Missouri Pacific employees amounted to $3 million during the strike on that road, about $600,000 of which was paid to those who "walked out."

L. W. Dutton, staff representative, National Safety Council, outlined the benefits of council membership to the short lines, whose share of expense in membership, and costs for safety programs, would be relatively low and easy to carry out. R. P. Hamilton, superintendent of safety, St. Louis-San Francisco, supporting Mr. Dutton's views, cited the success of the Frisco's safety campaign.

Quin Baker, vice-president and general manager of the Quanah, Acme & Pacific, reported for the operating committee that in emergency allocations of material and manpower the railroads should be accorded the same treatment as the munitions, aircraft and other important defense industries.

W. R. Grimm, traffic manager for the association at Chicago, expressed the fear that car shortages, and commission restrictions aimed at relieving this situation, were causing traffic diversion which would "never be returned to the rails." Since shippers are demanding reductions in rail rates to offset the cost of loading and unloading freight cars, he reported, it appears that competition between the trucks and railroads should not result in lowering transportation charges to a point where they would be unremunerative to either carrier. "Everyone is aware that the trucks give speedier service at a lower minimum weight than is available via rail," he said, "and to offset this advantage the solution to the entire problem might be solved by the truck lines increasing their rates to a slightly higher basis than the published rail rates." Doubting that such action could be achieved voluntarily, Mr. Grimm proposed that the I.C.C. and the state commissions issue orders prescribing minimum differentials over rail rates which would "go far to eliminate rate wars and place both carriers in a healthy financial condition."

Mr. Davidson reported that his inspectors found a larger percentage of locomotives defective on short lines than on all roads, which he attributed to the age and character of their motive power and to the lack of adequate maintenance facilities sometimes available, and recommended that attempts be made to overcome this difficulty, perhaps by improved shop practices.

The association renewed and amplified its ambitious legislative program, based on the fundamental concepts of (1) private ownership of the nation's railroads; (2) fair and reasonable rates, fares and charges; fair and reasonable compensation for employees and fair and reasonable return upon capital investment; and (3) equality of regulation and equality of opportunity for service for all competitive forms of transportation.

### *No Freight Rate Increase*

The Southern Region, expressing alarm at the inroads on rail traffic made recently by the motor carriers, went on record as opposing any freight rate increases at this time. The region suggested exploration of the possibility of increasing car ownership by pooling resources for the purchase of equipment under the various financing plans now available.

Ben Colman, president of the General American-Evans Company, invited inspection of a G.A.E.X. car on exhibition at the Tulsa Union Depot and outlined some of the advantages of the "beneficiated" box car. Mr. Colman announced that 360 G.A.E.X. cars would be in service in another month.

N. K. Moses, president of Railroad Rubber Products, Inc., Ashtabula, Ohio, described a line of rubber rail fastenings, and reported that a rubber tie pad in use in a heavy traffic territory since 1931 was still in good condition, providing enough "spring" even in zero weather to safeguard against broken rail.

### *Election of Officers*

The Association's Southern Region elected D. C. Rogers, president and general manager of the Wrightsville & Tennille, as regional vice-president. G. H. Shafer, vice-president of the Duluth & Northeastern, was elected vice-president of the Western Region, and V. M. Bushman, president, Ahnapee & Western, and H. N. Collins, president and general manager of the Chicago, West Pullman & Southern, were elected to directorships. Ward Wire, vice-president, Colorado & Wyoming, was elected as a director for the Western Region.

New Orleans, La., was selected for the association's 1951 meeting, tentatively set for October.

**The Sand Springs Railway was host to the American Short Line Railroad Association at Tulsa, Okla., on October 3 and 4**

Walter Thompson

# Canada's "Mr. Public Relations"

***An evaluation of Walter Thompson's contribution to advancement of railroad public relations, as he is honored by Dominion's Press***

Walter Scott Thompson, dean of railway public relations department heads on the American continent in point of continuous service, retires as director of public relations of the Canadian National on October 22—and 350 of his friends, largely from the press, from all quarters of the Dominion and elsewhere gathered in Montreal on the evening of October 7 at a testimonial dinner in his honor.

Five speakers—representing daily newspapers, magazines, weekly newspapers, radio and public relations aides—eulogized Mr. Thompson in three-minute speeches, each of them unveiling two of a total of ten cartoons by prominent Canadian sketchers devoted to the career and person of the guest of honor. Mr. Thompson was described as "salesman of movement, of Canada, and of international friendship" and as having "the soft genius to listen to all of us." In his valedictory, the retiring railroader said his accomplishments derived from no magic art but the principle "that newspapermen are entitled to service and intelligent guidance."

Walter Thompson has headed the public relations department of the Canadian National and its predecessor companies since 1914, when he resigned as news editor of the Montreal Herald to become head of the press bureau of the old Grand Trunk. He was then, at the age of 29, already a widely experienced newspaper man and was by no means weary of his profession. At the time, however, there had been a number of newspaper mergers in Montreal, with consequent reduced employment in the craft—and it was the attraction of probably increased security of tenure, as much as any other motive, which attracted him into railroading. His appreciation of the great challenge and opportunity in public relations work for a large public service corporation came later as he gained experience.

Public relations work for a railroad or other large industrial corporation—as distinguished from mere press-agentry, "getting pieces into papers"—is a relatively new profession, which could scarcely be said to have come into existence in 1914. The significance of Walter Thompson's career to railroading and industrial public relations work lies in the pioneering contributions he has made in the developing of useful and attainable goals for this new profession; and in the discovery and application of methods for achieving these goals.

Mr. Thompson's first experience in developing an effective approach toward public relations work came less than a week after he had joined the Grand Trunk organization. He had been employed by, and reported to, the then general passenger traffic manager, George T. Bell—but one of his first assignments came from the Grand Trunk's president, E. J. Chamberlin. One of the Montreal papers had reported a Grand Trunk train accident somewhat inaccurately, and President Chamberlin was choleric about it. He instructed young Thompson to visit the editor of the offending paper and demand a retraction.

More than a decade of experience in working for newspaper executives gave young Thompson the courage to reply to Mr. Chamberlin that, if commanded to do so, he would obey as instructed—but he would like to suggest a more effective course than Mr. Chamberlin's in dealing with editors. This course was that the railroad's press department should first establish a reliable information service for the press and emphasize this service in its contact with newspapers, rather than making complaints to them. The hope and probability would be that, in due time, there would be less in the press to complain of, but without the railroad having put itself in a position of requesting or demanding special consideration.

### *Thornton's Appraisal of Public Relations*

The Grand Trunk management agreed to this approach to press relations and Walter Thompson proceeded to develop it. However, until the constituent companies in the Canadian National Railways were amalgamated into one system under Sir Henry Thornton in 1923, the press department remained a one-man-plus-a-secretary operation, without the opportunity to practice public relations in the comprehensive meaning now attached to the term. With the arrival of Sir Henry Thornton in Canada, after Thompson had spent four months traveling around with him, Thornton told him how important he considered public relations work to be to the railroad.

"I can better afford to make mistakes in the selection of vice-presidents than in selecting my public relations man," Thornton asserted; and he proceeded to give the department under Thompson the position in the railway organization required for effective performance—that is, he took the public relations director into the top management group on a parity with the vice-presidents, concentrated all public relations work in this department, and authorized the employment of an adequate supporting staff.

Walter Thompson says today: "It is sometimes observed of me that I 'made' Sir Henry Thornton. I did not make Sir Henry. Sir Henry made me—that is, by giving my department the position of authority and responsibility needed for functioning, and by consulting his public relations director at all times on questions of public relations significance, Sir Henry Thornton enabled the members of this department to do an efficient job of arousing constructive public interest in this railway; and chief executives of the company since Sir Henry's day

# Is Set to Retire

have continued the department in the position established for it by Sir Henry."

Thornton went on to tell Thompson how Napoleon won favor by greeting drummer-boys and other people, not necessarily of high rank, by name; and conversing intelligently with them about their own interests. "Napoleon did not know all those people he talked to, but he knew someone who did know them," Thornton explained; and that is the way he believed the public relations department of a railroad should serve its chief executive.

"A public relations department is not going to get anywhere with the press or public by going to an offending editor and trying to take his ears off," Walter Thompson insists. "The press, in its relations with a large corporation, is in the seat of command; and we in business are in no position to criticize them for what we may consider to be their mistaken attitude, where no plain malice is involved. We should not be harsh with them for honest mistakes—rather we should provide them with straightforward information whenever they seek it, regardless of whether their policy is friendly to us or not. When we have established a deserved reputation for helpfulness and forthrightness about questions in which the press is interested, they will usually then be willing upon occasion to publicize things in which we are interested. What is known as 'publicity' is a by-product of our main job, which is to serve the press efficiently with the kind of information it wants."

Walter Thompson sees his job as that of keeping the flow of communication going, in both directions, between the company and the leaders of opinion—a flow which can be established and maintained only if the interests of the public and the press are made the primary departmental objective. If the public relations department has this free and friendly contact with opinion leaders, it is then in a position to give top management sound counsel in policy-making, so that its decisions may be made with popular attitudes in mind, whenever such opinions are likely to be a consideration of importance.

"A public relations department cannot do a job for a railroad unless the chief executive understands what this department can do for the company," Thompson insists, "and what the requirements are to enable the department to render maximum service. I have had executives outside our railway ask me to recommend someone to handle public relations for them, and I always ask them how long it has been since they have had a talk with the public relations man they already have on the job. Sometimes the answer is that they have never talked to him or, if at all, then not in several months. You can't get performance out of a public relations man by treating him as an outsider. He must be taken into the executive's confidence; must know from inception what is going on in the way of future plans so that, if any of these plans involve advance public-relations effort, that effort may be undertaken at the proper time.

"Without this kind of cooperation from top management, the public relations officer can scarcely function at all. With this cooperation, he will return at least $10,000 to his employer for each $1 of his employer's money that he spends. And public relations is not a one-man job —rather it is a job for a football team. The subject it works with is people—and an industry which spans a continent has to deal with people of widely varying interests. The applegrower in British Columbia does not have the same interests as the industrialist in Ontario, and an effective public relations department must have men in it who can specialize in the interests of particular sections of the country—interpreting the railroad to them in terms of their interests, and, in turn, interpreting them to the railroad.

"The preparing of 'releases' to send to the papers is not the primary function of the public relations department, as many people seem to believe. This work has to be done, of course, and economies invariably result when advertising, photography, promotional literature and other such functions are centralized in one department. It is probable that railways spent more in the old days on public relations, when they had promotional and public contact activity scattered through various departments, than they do today when the activity is becoming more centralized, but they didn't get the results that many of them are getting today, for less money. However, the head of the department ought not to be overburdened with detailed operating responsibilities. He ought to have an opportunity to look out the window from time to time and clear his mind about what people are thinking about his railroad, and see that the management of the company has the benefit of his reflections.

"The public doesn't think about the railroads the way railroad people think about them—and the two parties need an interpreter to enable them to understand each other better. A good public relations man will not practice deception—his job is getting facts understood, not confusing people about the facts. The public relations department should be the general servant to everybody—but not in the sense of a domestic servant whom everybody can order around as whim may direct. What it should be is the kind of respected servant that the family doctor is."

### *Must Learn "Other Fellow's Interests"*

On the question of whether newspaper men who have learned railroading, or railroad men who have learned the needs of journalism, make the best public relations men, Walter Thompson has an open mind. He cites instances of men of both backgrounds making good in railroad public relations work. The requisite is a man with sufficient curiosity to learn the "other fellow's" interests, and to adapt his performance to it.

Walter Thompson's background of early experience gave him his training in talking to people and getting them to reveal their interests. Born in England of Scottish forebears on October 22, 1885, he was the son of a Fleet street (London) journalist and started his career in Fleet street in 1900 as a combination office boy and apprentice, his earliest important assignment being to help a reporter who was "covering" the funeral of Queen Victoria. He graduated into political reporting, following for a time the career of the statesman, Joseph Chamberlain. The assignment which really made him an expert in dealing with people, however, was the long series of "personality interviews" he wrote for the Sunday Observer—where he chose and located significant people and sought from them their opinions on questions upon which they were likely to express themselves in terms of general interest. One such interview he contrived with Whitelaw Reid, then American ambassador at London —an achievement of considerable magnitude for a reporter scarcely out of the "cub" class.

In 1910 Walter Thompson developed an itching foot

and transferred his journalistic endeavors to Australia and New Zealand. In the following year he got nostalgia for Fleet street and returned there briefly, but found the place had lost its glamour for him. He determined to try his professional luck in New York but, en route to the U. S. metropolis, he found employment in Montreal and has remained there ever since.

The success Walter Thompson has attained in public relations is best evidenced, of course, in the generally favorable public attitude toward his company—which is confronted with all the usual difficulties of a large-scale public service enterprise, plus those which flow from government ownership. It is no small achievement for a company so situated to have been involved as little as it has been in the doctrinaire controversy between socialism and private enterprise—evidence of a public spirited restraint which must be shared by the C.N.R. with the privately owned railways of the Dominion and to Canada's industrial and financial leadership. Mr. Thompson's contribution to this result has long been recognized in his country, leading to his appointment to difficult public relations assignments by the government—such as the chairmanship of the press committee in charge of the visit of the King and Queen to North America in 1939, and to the organizing of government censorship at the outbreak of World War II. In recognition of these and other public services the King in 1948 designated him as a commander in the Order of the British Empire.

Because of his effectiveness as a press relations officer, Mr. Thompson was called upon to play a prominent part in the visits to the Dominion of many famous people from abroad, beginning in the early Twenties with the then Prince of Wales—now Duke of Windsor. When notice of Mr. Thompson's impending retirement was made public in August, he received a letter from the Archbishop of Canterbury saying: "There are just a few people in the world who ought to be endowed with immortality since they could then do forever a job which nobody else could ever do so well, and you are one of them."

This estimate, while gracious, may be somewhat of an exaggeration, because the retiring public relations director is leaving a Thompson-trained organization to carry on his work. At the same time, leading newspapers throughout the Dominion published editorials about him, pinning on him such generous epithets as "Mr. Public Relations," "a national institution," and "the ace of his profession."

Recollection of these pleasant personal tributes cannot be expected to endure indefinitely, but Mr. Thompson's substantial contributions to the upbuilding of the science and art of public relations effort in behalf, not just of his company, but of all railroads and other large-scale enterprise on the North American continent will not quickly disappear. In addition to the relatively novel techniques of successful effort in public relations work which he proved by demonstration, he added an old ingredient—that of undivided loyalty to his work. Neither the clock nor the calendar have ever presented any obstacles to him when there was a job to be done—and even his doctor's orders have been at most only a mild deterrent.

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# A. C. L. Summarizes 10 Years of Progress

During the ten years from 1939 through 1948, the Atlantic Coast Line spent almost $400,000,000 on improvement, modernization and maintenance of its physical properties. During the same period, in addition to the outlay made for improvements, the Coast Line reduced its debt in the gross amount of $96,637,859. After deducting from that amount the equipment debt incurred during the period, the net decrease in debt during the decade was $49,457,757.

Gross expenditures on the property during the decade were in excess of the total book recorded investment in transportation property as of December 31, 1948, and exceed the net investment after recorded depreciation and amortization on that date by $128,470,438. It might be said, therefore, that on a dollar basis the entire property has been renewed and modernized during the decade. Also, gross expenditures on the property during the ten-year period, considering only those charged to property investment account, were more than the total debt remaining outstanding on all the property at December 31, 1948.

From the standpoint of progress, perhaps the greatest step forward was the adoption, in late 1943, of 131-lb. section rail as standard for principal main track. Because of difficulty in obtaining new rail during the war years, as well as subsequently, the relaying program has not progressed as planned. Through December 31, 1948, a total of 1,057 track miles of new 131-lb. rail had been placed in track. The cost (calculated as of April, 1949) of the new 131-lb. rail and fastenings, new creosoted ties and crushed stone ballast, in place, but not including roadbed and drainage, is approximately $47,700 per mile.

A development of recent years, which has contributed to reducing the overall cost of roadway rehabilitation, is greater use of roadway machines and power tools. Capital expenditures for roadway machines and power tools in each year, 1939 through 1948, inclusive, were:

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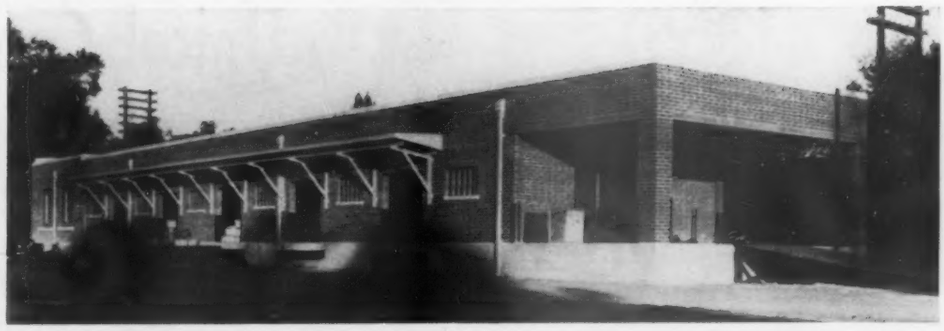
|---|---|---|---|
| 1939 | $18,012 | 1945 | $347,060 |
| 1940 | 22,021 | 1946 | 325,534 |
| 1941 | 35,076 | 1947 | 343,404 |
| 1942 | 46,402 | 1948 | 127,435 |
| 1943 | 42,686 | | |
| 1944 | 75,843 | Total | $1,383,475 |

The most recently undertaken major phase of the roadway rehabilitation program has been modernization of signaling. During the past few years, a program of modernization of existing company telephone communication facilities and extending telephone communication at points at which telephone communication was not previously available has been carried on with installation of new trunk line telephone lines, carrier circuits, etc., so that at present intercommunication by telephone is possible between practically any two points on the system.

The debt reduction was accomplished through the use of cash from earnings, except for $20,000,000 of Coast Line-Louisville & Nashville collateral trust 4 per cent bond issue of 1952 (total issue, $35,000,000), retirement of which was accomplished with funds realized through sale of 369,973 shares of L. & N. capital stock in 1945. Sale of that stock reduced Coast Line's holdings of L. & N. capital stock from 51 per cent to 35 per cent. The 51 per cent previously held was pledged under the L. & N. collateral trust issue, and redemption of that



New freight station at Winter Park, Fla.

New McGirts Creek Bridge, Jacksonville

Section of Coast Line double-track main line, part of the rehabilitated line between Richmond, Va., and Jacksonville, Fla., that has been completely relaid with 131-lb. rail and crushed rock ballast

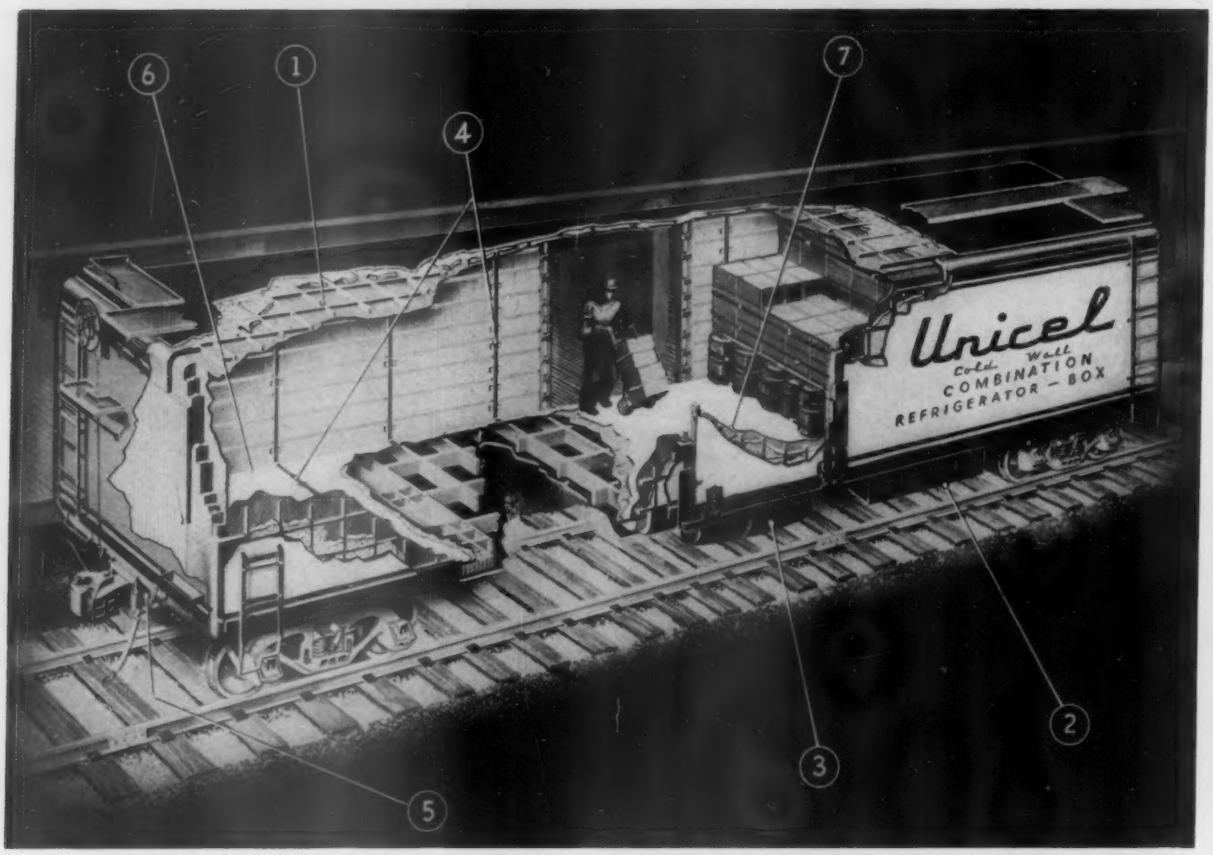
issue released the remaining 35 per cent of L. & N. stock as a free asset. Incidentally, after the sale, Coast Line's holdings of L. & N. stock amount to 823,427 shares, equal to one share for each share of common stock of Coast Line outstanding. At the current L. & N. dividend rate, the return to Coast Line on its 35 per cent holding is almost exactly the same as the net return on its 51 per cent holding after payment of 4 per cent interest on the $35,000,000 collateral trust bond issue.

The progress made by the Coast Line in rehabilitating and modernizing its properties did not terminate with the close of the decade discussed. The road's management has faith in its future, and in the future of the territory it serves; and, to the extent consistent with available funds, intends to continue its efforts to improve Coast Line physical properties and its service to the public.

*—Adapted from "Atlantic Coast Line Railroad—A Decade of Progress: 1939-1948," issued by the office of C. McD. Davis, A. C. L. president.*

# Unicel Combination

The Unicel 50-ton, 50½-ft. refrigerator-box car




Structural features include (1) cellular laminated plywood construction; (2) Frigidaire mechanical cooling unit; (3) Diesel engine and fuel tank; (4) Uni-strap built-in tie-downs; (5) Unisorb floating draft sill; (6) sanitary rounded corners; (7) smooth, flush car floor

# Refrigerator-Box Car

***Pressed Steel Car Company product has withstood severe impact tests and promises innovations in rail service***

The Pressed Steel Car Company unveils at New York on October 16 its new Unicel combination refrigerator-box car before an audience of top industry, government and railroad officers. The car, constructed of a relatively new material (called "cellular laminates") along revolutionary engineering lines, is the result of several years' quiet but intensive research and experimentation by the Laminate Division of this company. Tests completed just prior to the premiere showing (in the private railroad siding beneath New York's Hotel Waldorf-Astoria) demonstrated highly satisfactory strength characteristics as compared with a conventional steel freight car.

### *Pilot Model Hand Made*

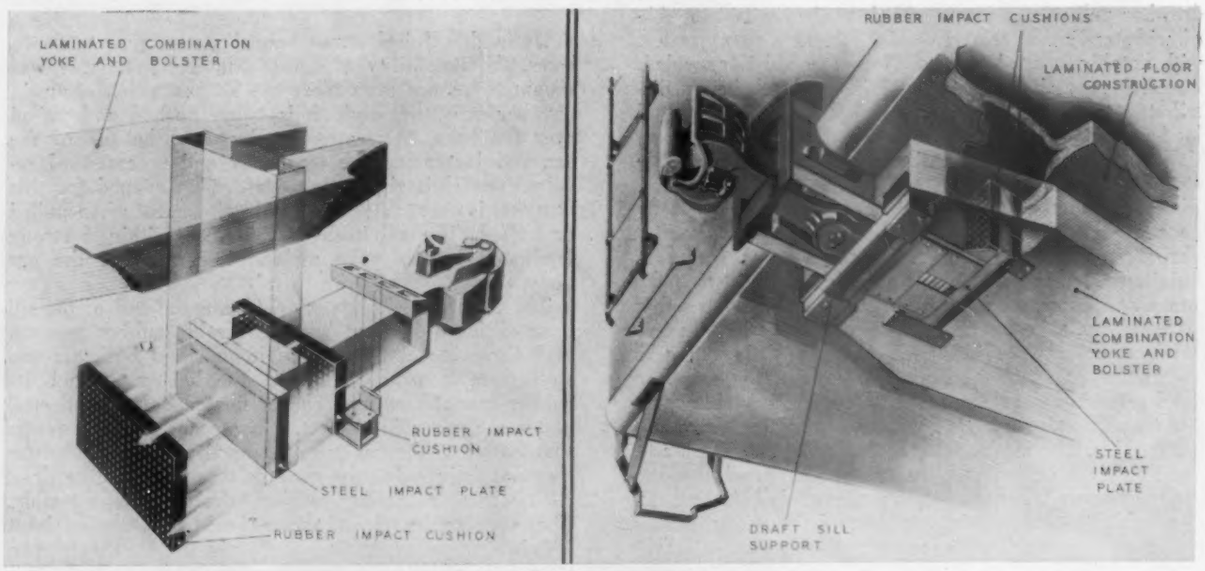
The pilot model, with 50 tons nominal capacity and a light weight of 46,000 lb., was practically hand made, without tooling, from commercially available stock materials and has slightly different dimensions from subsequent production cars. The latter will be built utilizing a 1,000-ton press and high-frequency electric heating equipment to eliminate butt joints in the cellular laminated plywood construction, fabricate continuous panels and produce flush surfaces throughout at a further saving of about 6,000 lb. This light weight coupled with the restriction of metal parts in the car essential to the trucks, couplers, the AB brake equipment, draft sills, door frames, safety appliances, etc., saves a large amount of steel which is then available for other national uses in an emergency.

Unicel cars are expected to offer the following advantages over conventional cars: ability to carry a bigger payload when full; lighter to pull when empty; longer life; 20 tons less of critically needed steel per car; faster and easier to build; cheaper to operate and easier to clean and keep clean.

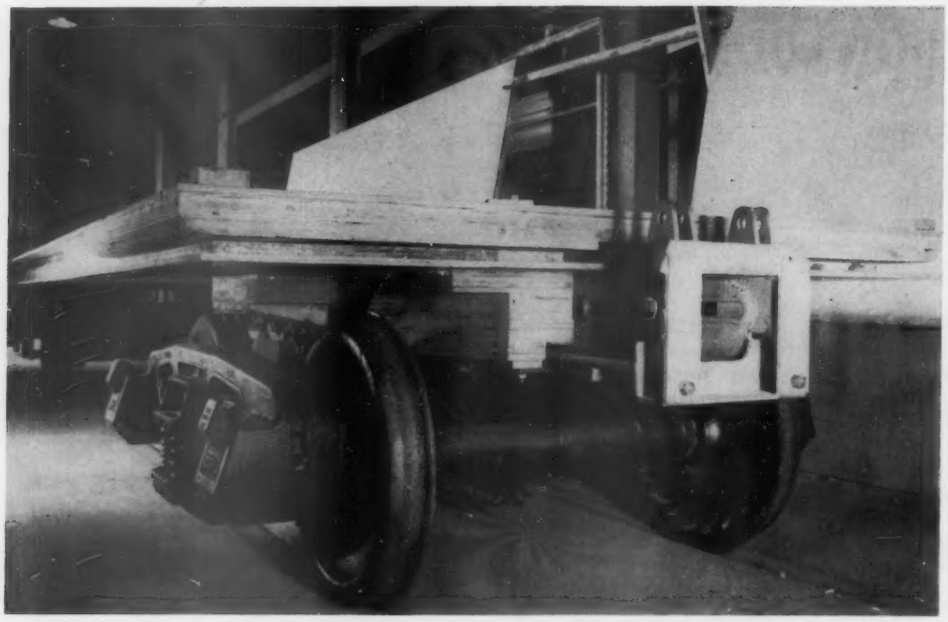
The basic Unicel box-car design is readily adapted to use as a refrigerator car utilizing the cold-wall construction of modern household refrigerators which, when applied in the floor, eliminates the need for floor racks. The cold-wall forming all interior car surfaces is in addition to the inner and outer walls between which conductive and reflective type insulations are applied as required to limit conductivity of the overall construction to .07

**GENERAL DIMENSIONS OF UNICEL PILOT REFRIGERATOR-BOX CAR**

| | |
|---|---|
| Length over coupler pulling faces, ft.-in. | 55-4¼ |
| Length over ends, ft.-in. | 51-4¾ |
| Inside length, ft.-in. | 50-2 |
| Width over door guides, ft.-in. | 10-2¼ |
| Width over car sides, ft.-in. | 9-7½ |
| Inside width, ft.-in. | 9-1 |
| Height over running board, ft.-in. | 14-4¾ |
| Height of car roof, ft.-in. | 14-5⅛ |
| Inside height, ft.-in. | 10-0 |
| Door opening, | |
| Width, ft.-in. | 8-0 |
| Height, ft.-in. | 9-0 |
| Truck center spacing, ft.-in. | 41-4¼ |
| Capacity, cu. ft. | 4,556 |
| Light weight, lb. | 46,000 |
| Nominal capacity, lb. | 100,000 |
| Load limit, lb. | 123,000 |




**How the Unisorb draft-sill assembly is incorporated in the car structure**



**The laminated floor unit ready for application of sides, ends and roof**

B.t.u. per sq. ft. per hr. A Frigidaire mechanical refrigerating unit is installed, powered by a Diesel engine on the road and using plug-in electricity at sidings and warehouses.

As a damage-reducing feature the car includes new Uni-strapping braces by means of which the lading is fastened securely to permanent, built-in tie-downs. The smooth, flush interior door and floor construction with rounded corners, can be easily cleaned.

### *Construction of the Car*

The Unicel pilot car is a combination refrigerator-box car, and other conventional models will be produced as required. The car is designed for 250,000 lb. drawbar pull with a factor of safety of four and capable of withstanding at least 1,000,000 lb. in a pressure test with notably small deflection. No center sill is provided, material normally concentrated in this sill being distributed to better advantage in outer walls where all load and impact shocks are absorbed. The car is essentially an interior and exterior double-wall stressed-skin structure, built according to the relatively new science of cellular laminates. Layer upon layer of specially chosen plywoods are mounted with grains crossed at various angles. The cells are formed by a frame of longitudinal and transverse wood members between the inner and outer skins, all of which are bonded together with a special phenolic and resorcinol resins. In the refrigerator car the insulation is inserted in the cells before the parts are bonded. The core of the end is a solid assembly of two-by-four's placed side by side vertically and bonded together as well as to the inner and outer skins. The laminated car parts (the two side walls, the floor, the ceiling and the end walls) are joined by curved plywood corner members, the whole being actually moulded into a one-piece structure, bonded together by means of dielectric heating. The one-piece car thus formed is designed to be stronger than a steel structure.

The car is built with 8-ft. by 9-ft. door openings where stresses are transferred to all-welded steel frames through special metal connectors. These frames are deeper and heavier sections than conventional door posts in order to absorb all shear and impact stresses with ample reserve strength. Sliding doors, of the same construction as the car sides, utilize Miner fixtures and are equipped with multi-step gasket seals in the case of refrigerator cars.

The Unicel structure is said to be superior in its resistance to heat transfer. The car is longer and has more usable cubic footage. Because of the inherent properties of the structure, it will tend to remain free of cracks on the inside.

### *Floating Draft Sill*

While the Unicel stressed-skin construction tends to lessen the possibility of lading damage, some way was sought to reduce even more the shocks which occur in any car structure while it is being pushed and pulled over the rails, shortening considerably the life of the car and increasing the frequency and necessity of repairs. The Unisorb floating draft sill, designed for this purpose, is constructed so it is free to move when pulled or buffed. The sill itself is contained within a strong laminated bolster yoke molded integral with the car body.

The impact steel plate which forms the end of the sill is sandwiched between special durable rubber mounts, each three inches thick. Both in pull and buff, the end steel plate transmits forces to the bolster through its rubber mount medium. The laminated bolster and steel plates are never in contact. This means that the forces that flow into the car are cushioned at the point where they are delivered to the car structure. The floating draft sill houses a rubber-cushion draft gear assembly. The coupler travel in either buff or pull is about 1¼ in. for the draft sill and 2¾ in. for the draft gear, or a total of 4 in. of rubber-cushioned movement. This additional protection, in connection with modern, high-

speed trucks and the method of load securement is expected to effect a substantial reduction in the national freight claim bill which amounted to more than $113 million in 1949.

### *Car Design Thoroughly Tested*

The Unicel car design has been thoroughly tested for physical strength by an independent agency, the Armour Research Foundation, with official observers from the Association of American Railroads Mechanical Division. Extensive refrigeration tests have also been conducted with instrumentation approved by the A.A.R. While final test reports are not yet available, the results appear generally favorable and indicate definite promise for the future.

In the horizontal impact tests, for example, runs have been made up to 12½ m.p.h., which is equivalent to a sill pressure of approximately 800,000 lb., with no signs of distress or failure in the new car structure. The conventional hammer car which, like the Unicel car, was fully loaded and free to move on the rails, on the other hand, developed a 3-in. bulge in the steel car end and other associated damage.

The Unicel production car will have a finish of plastic overlay throughly bonded to the plywood panels using heat and pressure and giving a finish impervious to salt, acid or chemical reaction, outside or inside.

It is expected that minimum repair work of any kind will be required. In case a side wall is accidentally punctured, the defective part may be easily cut out back to the cellular core, the damaged core replaced, if necessary, and a new plywood panel section of the desired size applied, using a waterproof glue or adhesive under nail pressure with no heat. Plastic overlay can be applied in liquid form with a brush or trowel on end-grain or repaired plywood sheets and air dried to give the desired finish.

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# GREAT NORTHERN BUILDS ROTARY SNOW PLOW

Last winter the Great Northern built a steam-powered rotary snow plow at the Dale Street shops, St. Paul, Minn., for service on the Cascade division in western Washington—an area of heavy snowfall and slides. The plow is of conventional design, but incorporates a number of important innovations and improvements.

Power to turn the rotary wheel is supplied by steam from a radial-stay locomotive-type boiler using oil for fuel and capable of developing 1,730 hp. The boiler is designed to carry 200 lb. steam pressure, is equipped with Type E superheater, steam dryer and low-water alarm. Two No. 9 nonlifting injectors supply the boiler with water. In addition to the water glass located on the boiler backhead for the fireman's use, a remote-reading liquid-level water gage is placed in the operator's cab so the plow operator will know what the water level is at all times.

A hydraulic lifting device, consisting of a pump powered by a steam turbine, is installed to raise the hood to a height of 8 in. over rails when necessary to clear switches, crossings, etc. The hood is 12 ft. wide.

The rotary wheel operates in either direction at 150 r.p.m. with full load. The steam-engine cylinders and all piping and castings are of alloy steel, the cylinders being 20 in. in diameter by 24 in. stroke. The wheel and engine shafts are equipped with Timken roller bearings. By means of extension wings fastened to the sides of the hood, the width of snow cut is increased to 13 ft. 4 in.

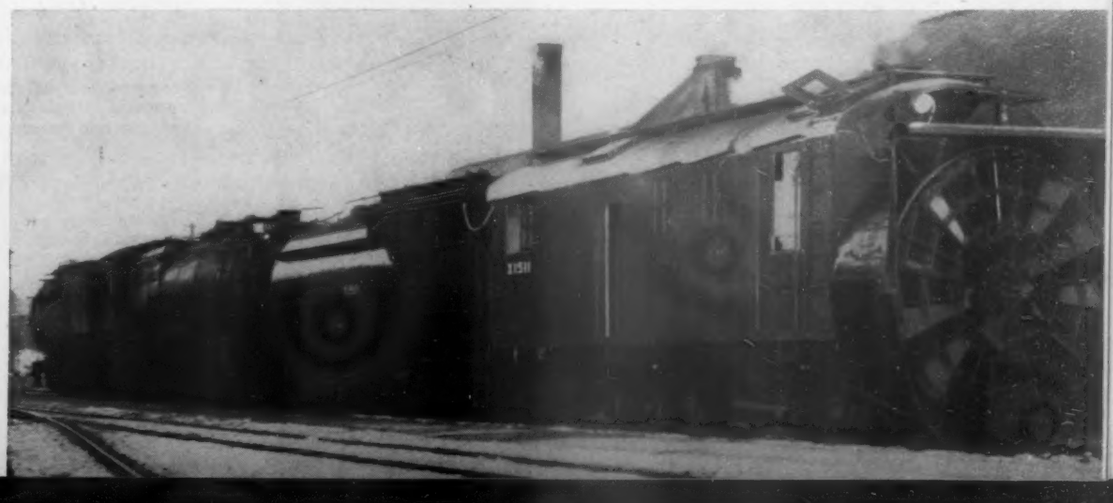
The speed of the rotary wheel is controlled by a Superheater throttle master with dual controls on each side of the operator's cab. Wheel rotation is reversed by a power reverse gear. A sealed-beam headlight is located on each side of the hood.

A portable pump of 15,000 gal. per hr. capacity is mounted on the tender so that water supply in the tender may be replenished from streams or other wayside sources.

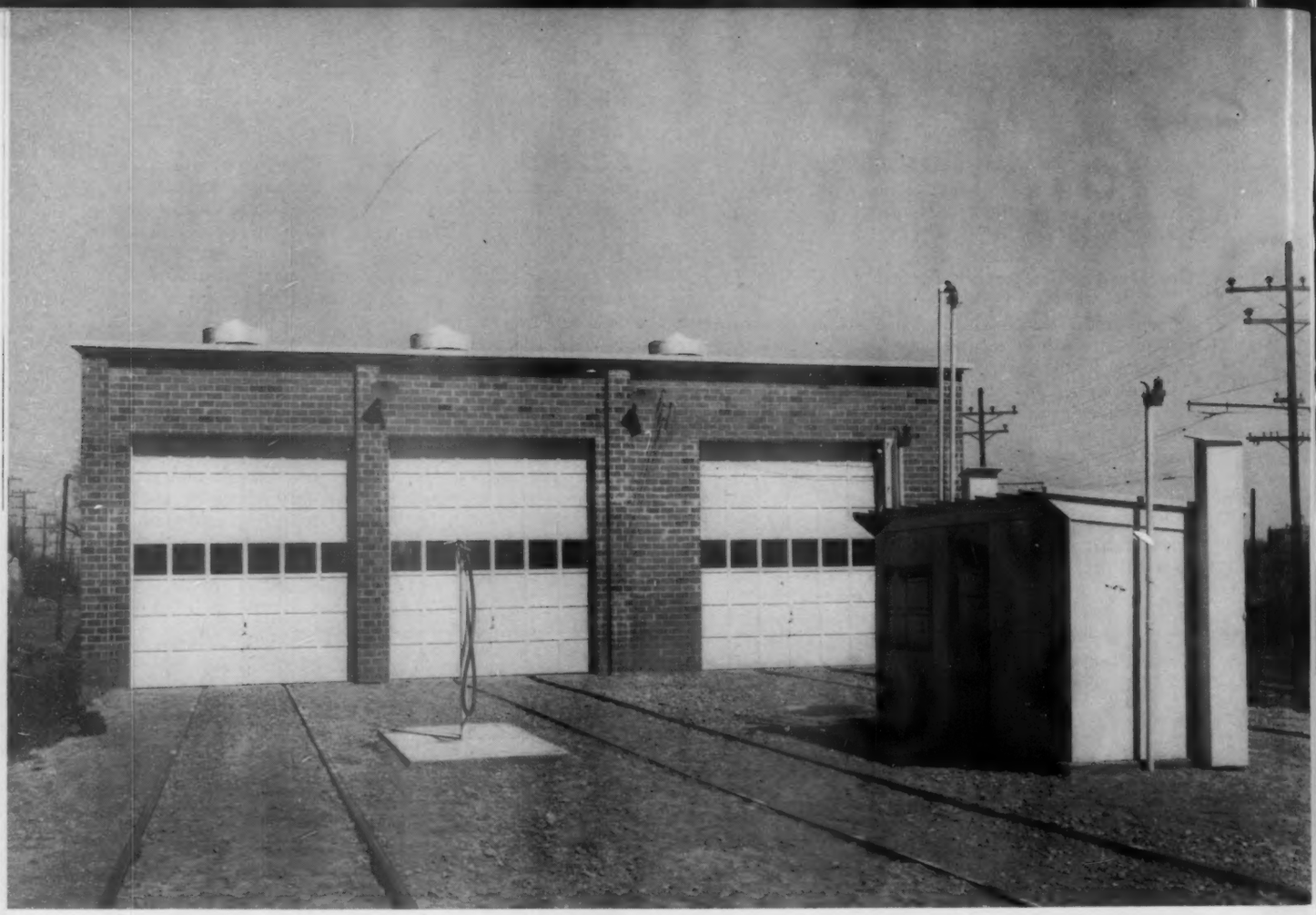
Fuel and water for the boiler are carried on the tender which is connected to the plow with twin drawbars and a Type E-2 radial buffer. The tender water capacity is 22,000 gal. and the fuel capacity, 5,600 gal.

The loaded weight of the plow is 235,600 lb., and the tender 372,700 lb., making a total weight of 608,300 lb. The overall length of plow and tender is 89 ft. 3½ in.

An intercommunication system between the cab of the plow and the locomotive pushing it facilitates transmission of instructions between the two crews.



**Great Northern oil-fired rotary snow plow and tender with steam locomotive used as a pusher**



# A Diesel Shop

***Small road in Iowa builds a three-track facility for the repair and maintenance of its Diesel power units***

**Above—The new Diesel repair shop constructed by the D.M. & C.I. at Des Moines, Iowa. Fueling crane and pumphouse are in foreground**

**Left—The pit rails are supported at the forward end of the pit on steel beams to provide sufficient clearance for the removal of traction motors**

**Facing page—A three-ton overhead crane carries cylinders and pistons to a work bench for servicing**

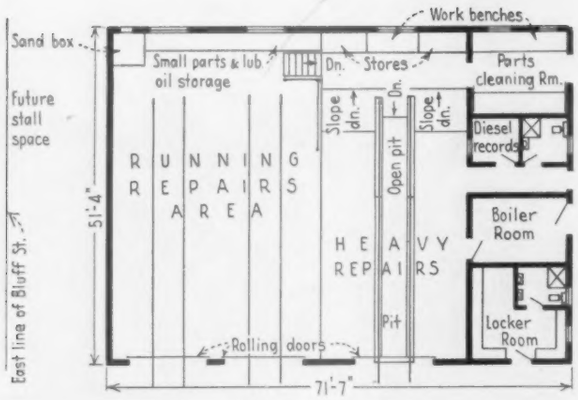
# to Fit a Short Line's Needs

Engineers of buildings of short line railroads, and other officers who are responsible for the repair and maintenance of Diesel-electric power units on such lines, no doubt would find a trip to Des Moines, Iowa, worthwhile to inspect the new shop that the Des Moines & Central Iowa recently constructed at that point, at a cost of approximately $35,000. The new shop became necessary when the D.M. & C.I., formerly electrically operated, replaced its five electric locomotives with three Cooper-Bessemer General Electric 70-ton Diesel-electric power units. This road is one of several short lines controlled by the same financial interests, which are attempting to standardize Diesel maintenance on the several properties.

The main shop at Des Moines contains two stalls for handling the running maintenance of the Diesel units and another stall for making heavier repairs. Sufficient space has been provided between the building and a nearby street to permit an additional stall to be built should conditions warrant it. The intention of the road is to use the unit-exchange system for the so-called "heavy" repairs because it is not considered economical to employ the skilled craftsmen or to invest in the special equipment that is necessary to do such work in the local shop. An adjunct of the building at one end houses a parts-cleaning room, a record room, a boiler room, and separate wash-and-locker rooms for the shopmen and the trainmen.

The new shop building is 51 ft. by 72 ft. It is of modern fire-resistant construction, built with a concrete foundation and floors, hollow-tile walls, and a five-ply built-up roof supported on steel columns and purlins. The side walls have panels of glass blocks, while the windows in the end wall opposite the engine doors have movable steel sash. Diesel units enter the shop through overhead rolling doors, one of which is motor operated. The interior is heated by unit heaters which are supplied with steam from the boiler room. Ventilation is provided by three gravity-type roof ventilators. Incandescent lighting on suspended fixtures augments the daylighting of the interior.

A unit requiring heavy repairs moves into a stall 23 ft. wide where there is a track pit 4 ft. deep. The floor level on each side of the pit is depressed 30 in. below the base of rail and the same distance below the floor of the adjoining light-repair section. The rails at the rear end of the pit are supported on 12-in. reinforced concrete walls and are spot welded to a steel plate anchored to the upper surfaces of the pit walls. The rails at the forward end of the pit are carried on and spot welded to steel beams 15 ft. long, which not only provide




**While relatively small, the new shop has all the facilities required for repairs to Diesels on the unit-exchange basis**

open-pit construction but which are also necessary to permit handling of the traction motors of the road's Diesel units. The traction motors of these Diesels are not suspended concentrically with the center of the locomotives and, while only 48 in. in overall length, require a width greater than this to drop them. The 7-in. top-flange width of the steel beams provides the additional width necessary between beams for this purpose. The pit is also provided with recessed lighting fixtures and with adequate drainage.

Another feature of this section is a three-ton overhead crane which runs longitudinally with the pit. This crane is used for removing cylinders and pistons and taking them to a work bench for servicing. Another feature is a cross member capable of lifting an entire engine block and generator by chain hoist, thus enabling a change-out of these larger units when necessary.

The two tracks provided in the shop for running maintenance of the Diesels are on 15-ft. centers and are carried on short wood ties embedded in a 12-in. concrete slab. This slab is sufficiently reinforced to permit jacking of the entire locomotive so that trucks can be rolled out from under them and work performed on the traction motors or other appurtenances when it is not necessary to remove the motors.

The floor level in this area is approximately at base of rail and is sloped for draining off melting snow and ice from the under carriages of the locomotives. This area is also equipped with outlets for hot and cold water, electric power for tools, compressed air for cleaning motors and generators, and treated water for use in the radiators. This cooling water is zeolite treated and the water softener is regenerated monthly by a local concern. Lubricating oil is handled in wheel-mounted tanks with a hand pump. This rig consists of two 50-gal. tanks, one for used oil and the other for fresh.

The color scheme of the walls within both sections of this shop is green from the floor to the dado line, and seafoam green above this to the ceiling. The ceiling is white.

A fuel station was installed between two of the approach tracks near their entrance to the shop. This station consists of two 10,000-gal. underground storage tanks, a pumphouse and a fueling crane. Provision was made for unloading fuel oil from tank cars and filtering and metering the oil as it is pumped to individual locomotives.

The financial interests controlling the D.M. & C.I., in furtherance of their plan to standardize Diesel maintenance, have employed a Diesel maintenance supervisor with jurisdiction over the several controlled properties. Also, a system of reporting the inspection and repairs was set up with the cooperation of the locomotive manufacturer, which is designed to be conducive to good maintenance and operation. The new shop and fueling facilities were designed and constructed under the general direction of J. C. Bussey, general manager of the railroad.

**Tracks in the light-repair section are supported on heavily reinforced concrete slabs which will permit jacking up the entire locomotive for the removal of trucks**

# Shippers Call for More Vigorous Car Building and Repair Program

***Car supply and efficient use of equipment lively topics at meeting of National Association of Shippers Advisory Boards***

Frank J. Armstrong

The necessity for improved car ownership and utilization was the principal theme of the fourteenth annual meeting of the National Association of Shippers Advisory Boards on October 4 and 5. This meeting, the first ever to be held in the west, was at the Shirley-Savoy Hotel in Denver, Colo. William T. Faricy, president of the Association of American Railroads, was the featured speaker at the luncheon sponsored jointly by the association and the Denver Commercial Traffic Club, with Wilson McCarthy, president of the Denver & Rio Grande Western, as the toastmaster.

In his report as retiring president of the association, Frank J. Rebhan, traffic manager of the American Crystal Sugar Company, reviewed developments since the 1949 annual meeting, at which the association went on record that "new cars should equal retirements and that more attention should be given to cars awaiting repairs." The regional boards found the railroads' response to this recommendation "was somewhat disappointing," Mr. Rebhan said, "in that they relaxed their program in both departments despite the fact it was pointed out to them a reasonably high margin of business activity was indicated." Of course no one foresaw the Korean crisis coming, but the possibility of war was very present in last year's discussions. (See *Railway Age* of October 29, 1949, page 40.)

Mr. Rebhan posed the question: "Does not a shortage of cars deprive the railroads of much needed revenue, and without sufficient income isn't it impossible for the railroads to purchase new equipment and continue a full repair program?" The answer, he said, "appears to be more cars to haul the traffic to earn the revenue to pay for new cars. . . . There are some who labor under the misguided opinion that when the tonnage is available and cars are not, that the tonnage will still be available when cars are supplied. That may be true in some instances but there are a number of instances in which it isn't."

Two resolutions were passed by the assembled delegates. The first expressed the opinion "that the program adopted by the railroads at their meeting in Chicago on July 28, 1950, for purchasing and building new cars is not adequate. It is absolutely essential," the resolution stated, "that this program be augmented to provide for the building of at least 10,000 cars per month over and above retirements until present ownership has been increased by 150,000 cars, and that the car repair program be geared to the full capacity of all repair facilities and that necessary materials be made available fully to carry out such an augmented program consistent with the effect on our overall economy."

The second resolution was primarily directed to the regional boards and requested those boards "that have not taken steps to reactivate their car efficiency committees do so immediately and give particular attention to geographical location of member representation as it is related to problems prevailing in each board territory."

The annual luncheon session, at which Mr. Faricy spoke, was attended by over 455 persons, an unusual record. Also present at the speakers table were Walton Johnson, governor of Colorado, and Quigg Newton, the mayor of Denver.

### *Car Supply Improving, Faricy Explains*

Mr. Faricy traced the present car shortage back to 1949, a particularly lean year for railroad earnings, during which there were large and continuing surpluses of freight cars of most types, except that a temporary shortage of box cars developed during the autumn peak loadings. "The natural effect of a combination of shortage of earnings and a surplus of freight cars," Mr. Faricy said, "has been a scrapping of old freight cars faster than new ones were built, and an increasing number of freight cars being held out of service awaiting repairs."

"Into this situation there was thrown the bombshell of the war in Korea," Mr. Faricy continued. "The immediate effect was a rush of buying at all levels at the same time as the demands of defense began to rise abruptly. The inevitable result was an increase in carloadings which reached a new high of about 880,000 cars for the week ended September 30. This was not accomplished without a car shortage, which probably will get worse . . . before it gets better," Mr. Faricy explained, "but it will get better," he assured the shippers.

"In the first place, the railroads are moving energetically to increase the supply of cars with which to meet those demands. The quickest and most immediate step in that direction is in a more rapid program of car repair and rebuilding. As a longer range step, the railroads have agreed upon a goal of increasing the number of cars from 1,728,000 to 1,850,000. As the first step in that direction, they have placed firm orders for 106,611 cars as of the end of September. That is enough to keep every car plant in the country busy at full capacity for a year to come, and before those cars are completed, orders will be on hand for others."

In response to the shippers' suggestion that the rail-

The shippers, in a resolution addressed to the railroads, requested "that the car repair program be geared to the full capacity of all repair facilities." The Denver & Rio Grande

Western, as are all railroads throughout the country, is reconditioning and repairing freight cars as rapidly as manpower and supplies will permit. To speed its repair program,

roads add 10,000 cars per month Mr. Faricy said: "Given an opportunity to secure the manpower and materials, especially steel (which is going to be in very short supply), necessary to reach and sustain a production of 10,000 cars per month, the goal of a net increase of 123,000 cars will be reached in less than three years. This will require the construction of about 267,000 new units. I know of no way in which the same amount of manpower or materials could be used to such good advantage to increase the effective transportation capacity of the United States."

### *"We Are in This Thing Together"*

Commenting on the steps being taken to increase car utilization Mr. Faricy reported: "Shippers are loading and unloading promptly; many shippers are keeping their shipping rooms and receiving platforms open six days a week; the Shippers Advisory Boards are intensifying their efforts to secure not only prompt but clean and complete unloading. And along with the shippers' efforts go the efforts of railroads to improve car handling and observance of car service rules; to speed up road haul and terminal movements; to reduce the requirements of cars for handling company materials. We are in this thing together, as partners, and as partners we shall work it out."

Turning to another subject of continuing concern to shippers and carriers, Mr. Faricy warned: "The great bulk of the work to be done in reducing freight loss and damage must be done by men at the thousands of points where freight is loaded and unloaded, whether by shipper employees or railroad employees, and by the men in the yards and on the trains where the freight is handled. This means necessarily that reduction in freight loss and damage can be accomplished only by interesting these men in its possibilities, and by instructing them in proper methods." To illustrate what the A.A.R. is doing to help reduce claims, Mr. Faricy pointed to the recent enlargement of the A.A.R. Freight Claim Division staff by the addition of specialists in the shipment of ceramics and canned goods. The effectiveness of the Loading and Container Section has been increased through the use of the new laboratory facilities in Chicago. He indicated that further expansion of the Freight Claim Division staff might be forthcoming.

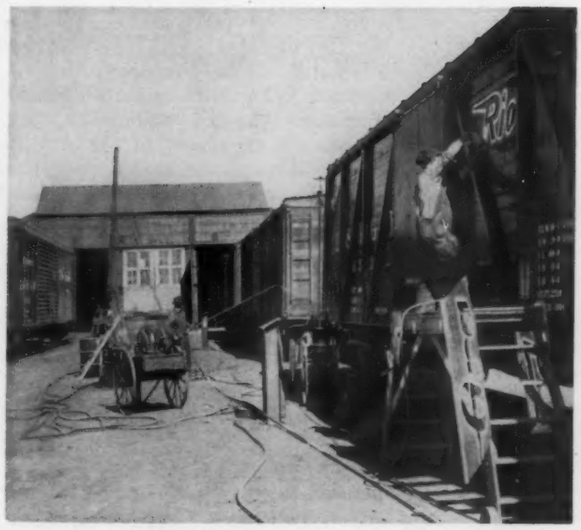
"To you, our shipper partners," Mr. Faricy concluded, "we turn confidently for assistance in the most effective use of the plant we have, and the better plant we will have, in the essential service of the nation and all its people. Together we have licked big jobs; together, we can do it again."

"The gravest problem we have today is inadequate car ownership," Frank H. Cross, vice-president of the association and division traffic manager of General Mills, commented in his report on freight car supply. "The building of new equipment has been an active subject before this board for five years," he continued. "The carriers must be encouraged, and in fact we should insist now, that additional orders be placed for new equipment while steel is still available and deliveries can be made."

"The carriers should be complimented," Mr. Cross said, "for their efforts of the past sixty days. There has been a substantial reduction in the number of cars held for repairs. The total is down nearly 10,000 cars as compared with July 1, and is below last September's figure of approximately 19,000. With all these efforts, however, the net serviceable ownership of cars is 31,333 less than a year ago."

Turning to the activities of the Car Efficiency Committee, Mr. Cross reported that "the five-day week in both industries and carriers resulted in almost unanimous reports from all boards of car delays." As an illustration of one effort to reduce these delays Mr. Cross told of the Southeast Board's "attack on industries," during August because of an epidemic of industrial accumulations. Their efforts resulted in reducing cars held 72 hours or longer from 45 to 25 per cent of cars held beyond 48 hours. "This was accomplished within a two weeks' period by the renewed activities of their committee."

"Many of the chairmen submitting reports," he continued, "are of the opinion that both the carriers and industry must abandon the 40-hour week. We all realize, of course, that war materials must have priority over commercial shipments but the railroads and shippers can



**the Rio Grande is now repairing standard gage freight cars in its two narrow gage shops**

expedite the loading, unloading and movement of equipment to such an extent as to partially offset the added requirements due to war. Heavier loadings will have the effect of increasing the car supply and it is imperative that industry insist on following a practice of heavier loading to prevent an Interstate Commerce Commission order requiring something of this nature."

"As the years go by, the importance of legislation seems to loom larger and larger," Gregory S. Prince, assistant general counsel of the A.A.R. told the meeting. For example, of the approximately 15,000 pieces of legislation introduced thus far in the 81st Congress, slightly more than 1,000 bear closely on railroad problems.

In a review of principal legislative matters discussed in the convention last year, Mr. Prince pointed out that the problem of "basing point" legislation is still open, but "I don't think anyone knows what will be done about the basing point situation in the future." He called to the association's attention two important legislative proposals in the field of railroad labor relations. One would legalize bargaining for union shop and check-off of union dues. The other would outlaw railroad industry strikes and make Presidential board findings in disputes over wages and working conditions final and binding on both parties.

Mr. Prince also reviewed legislation introduced to create a government corporation to provide a reserve supply of publicly owned freight cars, to authorize additional capital stock for the government Inland Waterways Corporation, and legislation to separate subsidy from air mail pay. H.R. 2945, which would have increased parcel post rates and reduced the weight and size limitations on parcel post packages, "would have done much to correct the unfair situation which now exists," Mr. Prince said, "but unfortunately the Senate did not act on the measure and it is doubtful that it will in November."

A 29 per cent reduction in freight loss and damage claim payments was recorded in the first half of this year, the National Management Committee revealed in its report, presented by A. H. Schwietert, traffic director of the Chicago Association of Commerce & Industry, and committee chairman. In addition to the extensive educational program carried on by the board, the report stated, "Considerable work was done by representatives of the individual railroads, the members of the Freight Claim Division of the A.A.R., and by individual shippers." As an example of how these concentrated efforts can produce good results, the committee pointed to the gratifying reduction in claims on furniture as the result of a detailed study of packing, loading and handling practices undertaken by the railroads together with the furniture manufacturers.

"While there may be many who feel that the loss and damage problem is primarily a railroad problem," the committee continued, "the fact is inescapable that the shippers probably have a greater interest than the carriers . . . Most of the railroad earnings come from freight revenues, and the higher the cost of operation the higher the rate level is bound to be. So that the shipper, through freight rates, indirectly pays his own loss and damage claims."

Repeating recommendations of previous years, the re-

**"Just under 880,000 cars were loaded during the week ended September 30," Mr. Faricy reported, "which is a new high since October, 1948. In the face of these increased loadings, daily car shortages have shrunk from an average of 39,400 cars for the week ended Aug. 26, to an average of 34,000 cars for the week ended September 30"**

port again stressed the necessity of getting the story of loss and damage claim prevention down to the men actually doing the work. "We still have not gone far enough in this direction," the report continued, "as evidenced by the size of the loss and damage claim payments. It would seem that this effort should not only be continued but increased."

In commenting on the increased activities of the railroads and the Railway Express Agency in that direction, the report stated: "If meetings and conferences concentrate on getting the message down to the men actually doing the work instead of having large luncheon meetings the attendance is likely to be considerably less, but the results may be better."

After a lively day-long meeting, the committee presented thirteen recommendations, which were adopted, as follows:

1. *1951 Perfect Shipping Campaign.* Scheduled for April, 1951, but with continuing emphasis on perfect shipping the year around.

2. *Stop-off cars.* To eliminate damage on shipments stopped in transit, a "little better job of loading by the shipper, a little more cooperation from consignees at stop-off points, and a more effective job of policing by railroad agents," are recommended.

3. *Notice to shipper of condition of cars on arrival.* The committee recommends "that the regional boards urge consignees to make reports to shippers of improper loading and to include as a part of such report a photograph of the condition of the contents of the car on arrival."

4. *Concealed damage.* The formation is proposed of subcommittees of the regional loss and damage prevention committees, to be appointed in some of the key cities to study the problem.

5. *Damage from defective equipment.* It is felt this condition can be remedied only by an adequate car supply thereby eliminating the need for using old cars in bad repair.

6. *Damage resulting from delay.* Delays cause substantial claims. Separately treated to emphasize the need for improved service.

7. *Periodic reports on claim progress.* The suggestion advanced last year that reports be made monthly has not proved satisfactory, so the committee recommends that the Freight Claim Division of the A.A.R. make a periodic report on general claim prevention activities and include also a brief statement on the claim prevention committees of the thirteen regional boards.

8. *Use of claim prevention posters.* "Complaints have been received on the lack of claim prevention posters in many railroad freighthouses and other locations where they would be helpful in attracting the attention of employees." The committee believes posters should be kept on bulletin boards and posted at other strategic places during the entire year.

9. *Inspection reports.* Complaints indicate that many railroad inspection reports (some of which are incomplete and inaccurate) are not based on personal observation and investigation by the inspectors. It is suggested that the carriers "impress upon their inspectors the importance of reports based on personal investigation."

10. *Use of second-hand containers.* The committee is of the opinion that the use of second-hand containers should be discouraged, principally because most containers in use today were not built or designed for repeated use.

11. *Use of typewritten labels on packages or cartons.* One regional board reported this to be a cause of widespread loss. The committee expressed the opinion that labels are necessary, and when properly used are entirely satisfactory.

12. *Expansion of A.A.R. Claim Division activities.* Inasmuch as it is necessary to know the cause of damage before effective prevention can be undertaken, the committee believes continued expansion of the A.A.R. claim prevention activities through the use of specialists will be beneficial.

13. *Railroad meetings with operating employees.* The committee believes the efforts being extended by some roads during the past year to inform employees of the importance of rough handling have been of tremendous benefit to the claim prevention program. The committee strongly urges "extension and intensification of these activities."

### L.C.L. Service Still Cause of Complaints

The report of the L.C.L. Merchandise Service committee was presented by George M. Cummins, traffic commissioner of the Davenport, Iowa, Chamber of Commerce, and committee chairman. "I believe I can report," Mr. Cummins said, "that since our last meeting considerable progress has been made. But there is still much to be desired and accomplished. And there is still a large amount of general dissatisfaction with railroad l.c.l. service."

The committee offered six suggestions for consideration by the carriers: "(1) More overhead through cars to avoid delays and double platform handling at interchange points; (2) additional rail-truck coordination; (3) both solicitation and station forces should have information on schedules so that by proper routing improved service will result; (4) improved supervision individually and collectively by railroads; (5) a merchandise car directory; and (6) increased operation of freight stations and platform forces on Saturdays and Sundays."

"Receivers," the committee observed, "might give thought to the possibility of consolidating shipments in order to make sufficient tonnage for more through overhead cars."

The biggest complaint about l.c.l. service comes from schedule performance, it was reported. There are instances, Mr. Cummins asserted, where, though fast schedules are offered daily, the actual movement of merchandise takes four or five times as long as the schedules would indicate.

At the request of the Trans-Missouri-Kansas Board, a motion was introduced and passed requesting "That the rail carriers, through the A.A.R., be requested to give consideration to the feasibility of establishing an overall agency for handling l.c.l. traffic, such agency to function somewhat similarly to the Railway Express Agency, with the consolidation of through cars for movement over direct routes."

At the close of the annual meeting, officers were elected for the following year. This year, for the first time, officers were elected for one-year terms only, thereby making it possible to increase the turn-over, bringing representatives of the different boards into official ranks much more quickly. Those elected were: President: Frank J. Armstrong, traffic manager, United States Radiator Corporation, Detroit, Mich.; first vice-president: Frank H. Cross, division traffic manager, General Mills, Minneapolis, Minn.; second vice-president: Arthur P. Little, general traffic manager, Dennison Manufacturing Company, Framingham, Mass.; and secretary: John N. Lind, assistant general traffic manager, National Supply Company, Pittsburgh, Pa.

# New and Improved Products of the Manufacturers

## IMPROVEMENTS IN BALLAST CLEANER

A number of design improvements in its ballast cleaner have been announced by the Power Ballaster Division of the Pullman-Standard Car Manufacturing Company, Chicago. As a result of these improvements, the company reports, this machine is now capable of cleaning ballast at a rate ranging from 800 ft. to 1,000 ft. of track an hour.

The Pullman-Standard ballast cleaner is a self-contained, self-propelled unit which cleans ballast on both sides of the track simultaneously without fouling adjacent tracks. The greater production has been made possible by changes in the ballast pick-up system and in the method of propulsion.

Ballast pick-up has been improved by the addition of an auger which rotates in advance of each ballast cutter drum. As it rotates the auger loosens the fouled ballast and feeds it back to the cutter drum, which further breaks up the fouled ballast with its serrated forward edge and then delivers the ballast to the elevator buckets.

The new method of propulsion of the ballast cleaner is entirely independent of the wheels of the machine and provides a propulsion force considerably greater than that which could be provided by tractive effort exerted through the wheels, considering that the machine is light enough to be removed from the track.

Photograph courtesy Erie Railroad

**The latest model of the Pullman-Standard ballast cleaner, which has a ballast-cleaning capacity of 800 to 1,000 ft. of track an hour**

## CONDUIT PARTS CADMIUM PLATED

In order to cut down corrosion on bearing parts of its 2½-in. flexible metallic conduits, the Vapor Heating Corporation, Chicago, is now cadmium-plating the metal-to-metal and metal-to-asbestos gasket parts of the conduits.

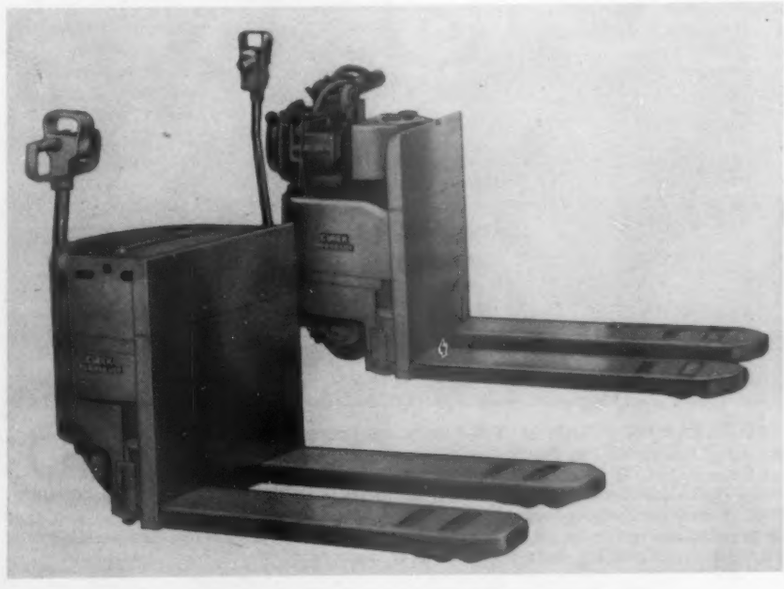
Extensive tests on a major western road are reported to show that the cadmium plating gives a longer steam-tight life of gaskets and conduits between service periods.

## CLARK "WALKIE" LINE OF INDUSTRIAL TRUCKS

A new line of "walkie" industrial power trucks, including both electric and gasoline-engine-powered models, has just been announced by the Industrial Truck Division of Clark Equipment Company, Battle Creek, Mich. Both models are capable of handling loads up to 6,000 lb. capacity, and have the same type frame, brakes and brake linkage, tires, etc.

The battery-powered "Electro-Lift" is driven by a new General Electric compound motor. The motor is mounted inside the 14-in. drive wheel; and the output shaft drives through a triple reduction of 32 to 1 into an internal gear attached to the wheel. The entire drive unit is completely inclosed, with full protection from dirt. The brake is self energizing, of external contracting type, applied to a 9½-in. diameter by 3-in. surface on the wheel. The truck has two speeds in each direction.

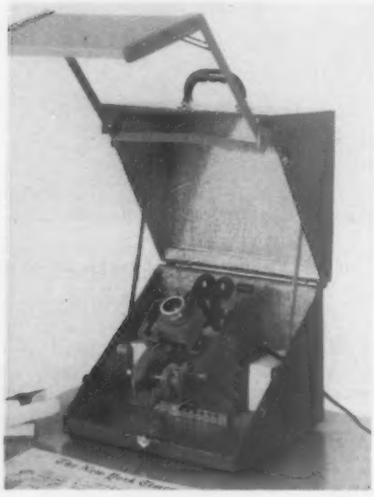
The gas "walkie" is known as the "Hydro-Lift." A gasoline engine drives the hydraulic pump and motor. The hydraulic motor is mounted in the same manner as the electric motor of the "Electro-Lift." The gas engine is



a two-cylinder opposed type, air cooled. It is rated at 5.5 brake hp. at the governed speed of 2,800 r.p.m. A mechanical governor and fuel pump are standard equipment.

## MICROFILM READER

An all-purpose portable microfilm reader for 16 mm. and 35 mm. film widths has been produced by the Griscombe Products, Inc., 23 Beekman st., New York 7. The unit weighs only 17 lb., and together with a "fold-away" screen it can be carried easily by the operator. The reader can be used for



projecting microfilm on vertical screens or light-colored walls for group reading. Microfilmed records are enlarged 17 or 23 diameters onto a 14-in. by 14-in. opaque screen. Controls are centrally grouped for ease and speed in finding and reading individual records.

During projection, the film is held in the focal plane by a system of tension rollers, which are said to assure complete protection against film scratch.

**A soundproof case added to an electric typewriter has made the sound of typing completely inaudible a short distance from the machine, according to a recent announcement by the Underwood Corporation, 1 Park ave., New York 16. The manufacturer states that a conventional quiet typewriter must be twice as far removed, and the average standard typewriter twelve times as far away, to secure the same desirable results**

## ELECTRIC LIFT TRUCK

The "Load-Mobile," a product of the Market Forge Company, Everett, Mass., has just been put out in an improved model. Several new features have been added to the basic design of this 5-year old product:

1—A high-low switch is now provided for easier maneuverability in close quarters. When the button is at "low," the truck moves at slow speed regardless of the position of the operating pedal. When the button is at "high," the operator controls the speed by means of the foot pedal;

2—Spring-mounted casters have been added to increase stability;

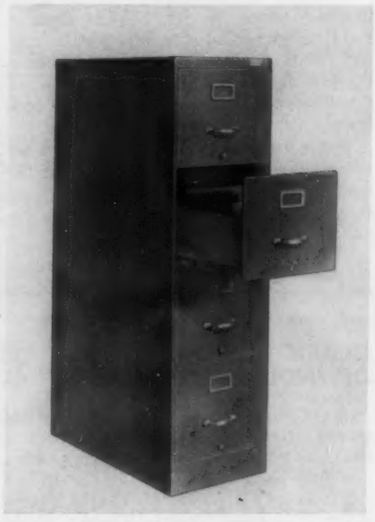
3—A heavy roller chain operates the brake instead of an inclosed cable; and

4—The hydraulic lifting mechanism is arranged in a vertical position at the front end of the hood where it is less likely to be damaged in transit over rough floors.

The Load-Mobile is available as a lift truck for conventional skid platforms; as a pallet truck for handling double-faced pallets; as a freight and pick-up truck and as a tractor.

**OPEN GRATING HIGHWAY CROSSING—Shown here is a new design of highway crossing, known as the Condon steel grating crossing, on the main line of the Erie at Canisteo, N. Y. It is reported that this crossing in no way interferes with normal track drainage; that it may be readily removed in sections for track-surfacing work; that it may be entirely removed for passage of ballast-cleaning machines; and that it permits the track to be raised as much as 5 in. Material for the crossing was furnished by Canisteo Industries, Inc., of Canisteo**

**Manufacture of a complete line of suspension type filing cabinets in both letter size (drawers 14⅜ in. wide and 28 in. deep) and legal size (drawers 17½ in. wide and 28 in. deep), has been announced by Lyon Metal Products, Inc., Aurora, Ill. Drawers have rounded corners for accident prevention when open. Six ball bearings and two floating rollers are said to assure easy rolling of the drawer when opening or closing. A ⅜-in. pitch keeps the drawers closed tightly and is said to prevent a rebound when closed hard**



# GENERAL NEWS

## Federal Agencies Agree On Traffic Management

### Defense Department and G.S.A. are parties to the new pact

The Department of Defense and the General Services Administration have reached an agreement outlining the part each will play in the handling of government traffic-management matters. The agreement, "effective immediately," was announced October 8 by Secretary of Defense Marshall and Administrator Larson of G.S.A.

As the announcement put it, the agreement provides, for the "first time," for a "unified handling of important traffic management matters to increase efficiency and economy in the transportation of property and persons by or for the United States Government." It was also stated that the pact "resulted from a directive by the President and conforms with the Federal Property and Administrative Services Act of 1949"; and that it "follows pertinent recommendations of a Hoover Commission task force."

The 1949 act contemplated that all traffic management activities of the government would be brought together in G.S.A., but it also contains provisions which authorize the Secretary of Defense to exempt such activities of his department — "unless the President shall otherwise direct."

Under the agreement, the Department of Defense will represent the government in negotiations with carriers before regulatory bodies or committees and associations of the carriers in matters pertaining to the adjustment of rates, fares, charges, classifications, rules, regulations, accessorial services, and related matters concerning the movement of property in which the military departments have the "sole government interest." G.S.A. will represent the government in these matters, either directly or by delegation, where civilian agencies have the "sole government interest."

This "sole government interest" test will also be the basis for dividing between the two agencies such functions as the prescription of routing and other shipping instructions; development of rates, commodity classifications and related data; studies and analyses of rates, fares, charges, classifications, etc.; maintenance of adequate tariff files; and "other customary activities of traffic management."

Matters which the two agencies will handle jointly include: Study of loss and damage and development of preventative measures, "subject to the limitations of military security with respect to classified matters"; development of policy "designed to effect equitable distribution of traffic among carriers"; preparation of general manuals and guides to aid shipping personnel of all government agencies to make shipments "in the most economical and efficient manner"; establishment of training programs for government personnel engaged in traffic management; and the establishment of standard delivery terms for use in purchase contracts in order to provide common delivery terms and to define the responsibilities of the parties under such terms.

The agreement further specifies that the two agencies will "place into effect and vigorously pursue a policy that will assure the proper consideration of transportation charges and services by all procurement and purchasing personnel." It goes on to say that "in like manner, transportation charges and services will be given their full weight as factors in the selection of locations and the construction, purchasing or leasing of facilities for the establishment of new government installations to and from which there will be a continuing movement of public property by commercial carriers."

As to tariff and schedule files, those of the military department and civilian agencies "will be kept to the minimum consistent with operational needs." G.S.A. will maintain "complete central tariff and schedule files." In carrying out the agreement, liaison will be maintained through the director, Military Traffic Service, Department of Defense, and the director, Traffic and Utilities Management Division, G.S.A. —except in litigation matters, where liaison will be maintained through the Office of General Counsel, Department of Defense, and the general counsel of G.S.A.

### *Interim Report*

**"While no conclusions will be reached until the end of the test period, here are some interim figures on the formation of cracks. As of September 18, the lane carrying axle loads of 18,000 pounds had developed 75 feet of cracks; the lane supporting axle loads of 22,400 pounds showed 360 feet of cracks; the 32,000-pound tandem lane had developed 140 feet; the lane subjected to the 44,000-pound tandem loads had developed 2,000 linear feet of cracks.**

**"Significantly, in the 44,000-pound load lane, the first 1,000 feet of cracks appeared between June and September 1. During the next 18 days another 1,000 feet of cracks developed and this portion of the pavement was so rough that the test vehicles were difficult to control in driving over it. From present indications this stretch will have to be repaired before the test period is completed."**

—From an address by Major General Philip B. Fleming, under secretary of commerce for transportation, to the annual convention of the American Trucking Associations at New York, October 4. The test referred to, on U. S. Route 301 south of La Plata, Md., is one being undertaken by the U. S. Bureau of Public Roads in an effort to determine the effect of truck axle loadings on concrete pavements.

## Brotherhoods Reveal New Wage Demands

### Firemen seek 35-cent wage raise; "non-ops," 25 cents

The Brotherhood of Locomotive Firemen & Enginemen will serve new demands for a wage increase of 35 cents per hour, while 15 unions representing non-operating employees will seek a raise of 25 cents per hour. These plans were announced in Washington, D.C., this week by President D. B. Robertson of the B.of L.F.& E., and George E. Leighty, president of the Order of Railroad Telegraphers and chairman of the "non-ops" joint negotiating committee.

Mr. Leighty said that formal notices of the "non-ops" 25-cent demand would be served on the railroads October 25, and he estimated that a granting of the demand would add about $400 million a year to the carriers' wage bill. Railroad sources estimated that the annual cost would be about $520 million, on the basis of 1949 service hours, which is pretty much the present basis. Those same sources estimated that a meeting of the B. of L.F.& E.'s 35-cent demand would cost more than $60 million a year.

The B.of L.F.& E. proposal will be in addition to that union's pending demands for a 40-hr. week with no loss in take-home pay for its members in yard engine service, and some changes in rules applicable to its members in road service. As to these demands, representatives of the brotherhood and the carriers were continuing the Washington meetings which got under way last week.

The carrier representatives were also meeting in Washington with representatives of the Brotherhood of Locomotive Engineers, which is demanding a

20 per cent increase in the basic wage rates of its members in yard engine service, assignment guarantees, and allowances to its members in road service for expenses at away-from-home terminals.

This brotherhood had announced no plans to make additional demands when this issue went to press.

The impasse continues in the 40-hour-week case involving demands of the Order of Railway Conductors and Brotherhood of Railroad Trainmen. It was the August 28 strike threat of these two unions which caused President Truman to seize the railroads for operation by the secretary of the army.

## Knudson Appoints Three To Defense Agency Staff

Defense Transport Administrator James K. Knudson has announced the appointment of three staff members for the newly created Defense Transport Administration. They are Homer C. King, director of the Bureau of Service, Interstate Commerce Commission, who will serve as deputy administrator; Francis A. Silver of the National Security Resources Board, to be general counsel; and Walter S. Rainville Jr., director of research, American Transit Association, who will be executive assistant to Mr. Knudson. The appointments are tentative, pending final approval by the Bureau of the Budget of the D.T.A. set-up.

Both Mr. King and Mr. Silver held similar positions in the former Office of Defense Transportation. Mr. Rainville was also a member of O.D.T.'s staff, where he served as director of equipment and research, Highway Transport Department.

Mr. King has been with the I.C.C. since 1922, having joined the commission as a member of the Bureau of Locomotive Inspection. He transferred to the Bureau of Service in 1931, becoming its director in 1938. Prior to joining the I.C.C., Mr. King was with the Atchison, Topeka & Santa Fe, and in World War I he served in France with a railway unit. After joining the commission's staff he studied law and was admitted to practice in Georgia in 1926. He is a member of the bar of the U.S. Supreme Court. For his services with O.D.T. in World War II, Mr. King received the President's Certificate of Merit.

Mr. Silver was general counsel of O.D.T. from December 17, 1945, to July 1, 1949, when that agency was liquidated. Previously he had served since 1942 as assistant general counsel, and prior to that time he had been principal attorney at the I.C.C., senior attorney with the Federal Communications Commission, and general counsel for the Montana Railroad Commission. He is a graduate of the Creighton College of Law, Omaha, Neb., and has been engaged in law practice since 1916.

Mr. Rainville, the executive assistant to Mr. Knudson, has been serving as a transportation consultant to government agencies since April, 1948; first with the O.D.T. and later with the Transportation Office of N.S.R.B. His work with these agencies was in connection with the preparation of plans for the mobilization of the country's transportation system in the event of a national emergency. Mr. Rainville has been with the urban transit industry since 1927, and at the time he entered O.D.T. service in 1942 he was director of research for the New Orleans Transit Company. For the past several weeks, the Transit Association has made his services available to Administrator Knudson in connection with getting the new agency under way.

**IT WAS JUST SIX YEARS AGO that C. R. Osborn, then head of the Electro-Motive Division of General Motors Corporation, sought to duplicate the view from a Diesel locomotive cab for passengers back in the train. The Vista dome idea came to him while passing through Glenwood canyon, Colo., and it has grown into the most popular feature of many of the nation's streamlined trains. On September 14 the solitude of Glenwood canyon was interrupted by dedication of this monument erected by the Denver & Rio Grande Western and General Motors in tribute to the conception of the glass-topped car. Mr. Osborn, who is now a vice-president of General Motors, may be seen on the right of D. & R.G.W. President Wilson McCarthy who was addressing a radio audience at the time this picture was taken. Also on the speakers' stand, but not clearly visible here, were B. A. Dollens, present head of G.M.'s Electro-Motive Division; E. A. West, executive vice-president, and H. F. Eno, passenger traffic manager, both of the D. & R. G.W. During the ceremonies, the east and westbound "California Zephyrs" passed the scene. As the Diesel locomotives blew a hearty salute to Mr. Osborn, passengers in the many vista domes glimpsed both the ceremonies and the nine-ft. scale model dome coach which surmounts the big new monument-cairn**

## Refuses to Modify Action On Tentative Classification

The Interstate Commerce Commission last week denied railroad petitions seeking modification or cancellation of the commission's recent decision to use an exhibit showing "tentative ratings under consideration" by eastern and western railroads as a "tentative uniform classification" for the purpose of progressing the No. 28310 case. That case is the proceeding in which the commission has called upon the carriers to establish a uniform classification to apply in connection with the uniform class-rate scale to be prescribed in the companion proceeding—No. 28300.

As noted in the *Railway Age* of September 2, page 75, the exhibit to which the commission gave proposed-classification status was filed in the No. 28300 case by A. H. Greenly, chairman of the Official Classification Committee. The commission's action with respect to the exhibit was announced in an August 17 notice, which gave the railroads until October 15 to submit their views on the "tentative uniform classification."

The railroad petitions which were denied, as noted above, were filed by eastern and southern roads. The eastern lines sought modification of the notice, while the southern lines sought its cancellation.

The eastern lines asked that the notice's requirements be postponed until after a class-rate scale had been promulgated in No. 28300; and that the railroads thereafter be accorded a "reasonable and ample" period within which to make a "proper" response to the notice "in the light of the rate scale." The use which the commission made of the Greenly exhibit was not contemplated by the railroads, the petition also said.

It went on to quote, from a previous commission notice in the No. 28300 case, language which "conveyed to these respondents the implication that

the commission's purpose and intent was to promulgate a scale of class rates and then apply such rates in connection with a uniform freight classification to be tendered when completed by these and other respondents in Docket No. 28310."

The southern roads' petition for cancellation of the August 17 notice said it was "impossible . . . to file constructive and intelligent statements dealing with the document known as A. H. Greenly's exhibit." Thus they urged the commission to adopt this procedure: (1) Prescribe the class rate scale or scales to be made effective in No. 28300; (2) give the railroads 120 days after such promulgation within which to file a uniform classification; (3) then follow a plan of having shippers and other interested parties make representations directed to particular ratings, rules, etc.

Until the rates are known, neither shippers nor carriers can determine whether ratings stated in the Greenly exhibit are objectionable in whole or in part, the southern roads argued. Their petition added that the exhibit was "incomplete," and that the Committee on Uniform Classification and the classification advisory committees of the several territories have already recommended "several hundred" changes in the tentative ratings shown.

## New Figures on Split Of Intercity Ton-Miles

Revised estimates of the volume of intercity ton-miles performed by the various agencies of transportation during the 1939-48 decade have been issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. They are in Statement No. 5046, which carries the usual disclaimer to the effect that it was issued "as information" and "has not been considered or adopted" by the commission.

The 1949 figures, which are preliminary, show that railroad revenue ton-miles of that year represented 61.41 per cent of the total ton-miles of all agencies. This was the smallest railroad percentage of the decade, and compared with 1948's 64.39 per cent. Meanwhile, the highway carriers' 1949 proportion, 10.76 per cent, was a 10-year peak; and the proportions handled by water carriers on inland waterways and the Great Lakes, by pipe lines, and by air lines were also up from the previous year. These figures are in the accompanying Table 1 which is reproduced from the bureau's statement.

The statement explains that like data have been included in commission annual reports for several years. To arrive at the figures in Table 1, the bureau revised those annual-report estimates by using "uniform methods of calculation for each series" throughout the entire decade.

The statement also has a Table 2 which includes (along with the data of Table 1) the non-revenue ton-miles of Class I roads in the railway estimates, and the coastwise and intercoastal ton-miles in the waterway figures. Table 2, as reproduced here, is in abbreviated form, i.e., with only those of its figures which are not duplicates of Table 1 figures.

The estimates in Table 2 "provide a somewhat more comprehensive view of the aggregate requirements of the economy for intercity freight transportation than those in Table 1 and may be useful for various purposes," the bureau said. It added, however, that "in comparing the figures in the two tables and assessing the effect of shifts in traffic from one kind of transportation to another, it is important to recognize the excessively long hauls involved in intercoastal water traffic as compared with other means of transport."

## Coast to Coast Train?— S.F. and N.Y.C. Hold Talks

Is coast-to-coast passenger-train service about to become a reality? If so, what will happen to the present "balance" of through cars now being operated in transcontinental service by three eastern and four western trunk routes? These are but two of the questions being speculated upon by passenger traffic men as the New York Central and the Atchison, Topeka & Santa Fe continue their recently inaugurated talks on establishing through, coast-to-coast passenger service, and the Union Pacific announces that it is studying the possibility of a through train.

Both the Central and the Santa Fe have admitted that such a service is

**TABLE 2.—VOLUME OF INTERCITY FREIGHT TRAFFIC, PUBLIC AND PRIVATE, BY KINDS OF TRANSPORTATION, INCLUDING RAILWAY NON-REVENUE TON-MILES AND TON-MILES OF COASTWISE AND INTERCOASTAL TRAFFIC**

**TON-MILES**

| Year | Railway net ton-miles, steam and electric including express and mail | | Highways | Waterways, including inland waterways, Great Lakes, coastwise and intercoastal traffic | | Pipe lines (oil) | Airways (domestic revenue service) including express, mail and excess baggage | Total | |
|---|---|---|---|---|---|---|---|---|---|
| | Millions | Percent of total | Percent of total | Millions | Percent of total | Percent of total | Percent of total | Millions | Percent |
| 1939 | 370,150 | 46.23 | 5.49 | 330,951 | 41.34 | 6.94 | † | 800,646 | 100 |
| 1940 | 411,813 | 46.66 | 5.67 | 361,465 | 40.95 | 6.72 | † | 882,616 | 100 |
| 1941 | 520,931 | 50.15 | 6.09 | 386,045 | 37.17 | 6.59 | † | 1,038,681 | 100 |
| 1942 | 689,304 | 65.78 | 4.64 | 234,847 | 22.41 | 7.17 | † | 1,047,898 | 100 |
| 1943 | 780,251 | 69.62 | 4.14 | 196,175 | 17.50 | 8.73 | .01 | 1,120,740 | 100 |
| 1944 | 795,198 | 67.25 | 4.01 | 206,857 | 17.49 | 11.24 | .01 | 1,182,385 | 100 |
| 1945 | 736,184 | 62.59 | 4.54 | 259,940 | 22.10 | 10.76 | .01 | 1,176,187 | 100 |
| 1946 | 642,699 | 55.62 | 5.56 | 352,774 | 30.53 | 8.28 | .01 | 1,155,593 | 100 |
| 1947 | 706,675 | 56.84 | 6.27 | 353,385 | 28.42 | 8.46 | .01 | 1,243,297 | 100 |
| 1948 | 688,662 | 54.61 | 6.95 | 364,885 | 28.94 | 9.48 | .02 | 1,261,007 | 100 |
| 1949 | 568,957* | 50.52* | 8.31* | 353,710* | 31.41* | 9.74* | .02* | 1,126,211* | 100 |

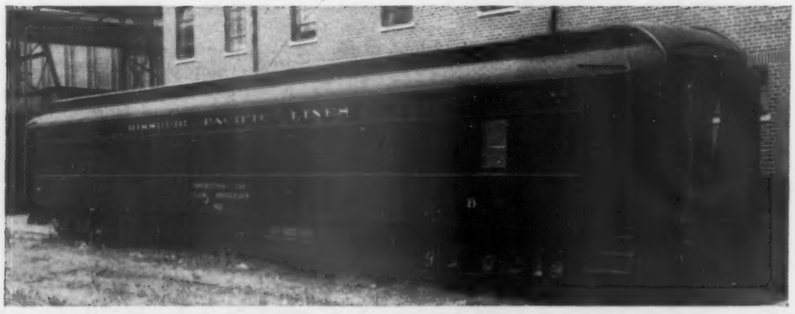
† Less than .005 per cent.
* Preliminary.

**TABLE 1.—VOLUME OF INTERCITY FREIGHT TRAFFIC, PUBLIC AND PRIVATE, BY KINDS OF TRANSPORTATION**

**TON-MILES**

| Year | Railway revenue ton-miles, steam and electric, including express and mail | | Highways | | Inland waterways, including Great Lakes | | Pipe Lines (oil) | | Airways (domestic revenue service) including express, mail, and excess baggage | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Millions | Percent of total | Millions | Percent of total | Millions | Percent of total | Millions | Percent of total | Millions | Percent of total | Millions | Percent |
| 1939 | 338,850 | 64.26 | 43,931 | 8.33 | 88,897 | 16.86 | 55,602 | 10.55 | 12 | † | 527,292 | 100 |
| 1940 | 379,201 | 63.36 | 50,047 | 8.36 | 110,005 | 18.38 | 59,277 | 9.90 | 14 | † | 598,544 | 100 |
| 1941 | 481,756 | 64.72 | 63,258 | 8.50 | 130,916 | 17.59 | 68,428 | 9.19 | 19 | † | 744,377 | 100 |
| 1942 | 645,422 | 71.08 | 48,626 | 5.36 | 138,791 | 15.29 | 75,087 | 8.27 | 34 | † | 907,960 | 100 |
| 1943 | 734,829 | 72.79 | 46,394 | 4.60 | 130,309 | 12.91 | 97,867 | 9.69 | 53 | .01 | 1,009,452 | 100 |
| 1944 | 746,912 | 70.19 | 47,395 | 4.45 | 136,963 | 12.87 | 132,864 | 12.48 | 71 | .01 | 1,064,205 | 100 |
| 1945 | 690,809 | 68.90 | 53,442 | 5.33 | 131,801 | 13.14 | 126,530 | 12.62 | 91 | .01 | 1,002,673 | 100 |
| 1946 | 602,069 | 68.64 | 64,300 | 7.33 | 115,032 | 13.11 | 95,727 | 10.91 | 93 | .01 | 877,221 | 100 |
| 1947 | 664,523 | 67.55 | 77,918 | 7.92 | 135,964 | 13.82 | 105,161 | 10.69 | 158 | .02 | 983,724 | 100 |
| 1948 | 647,267 | 64.39 | 87,640 | 8.72 | 150,530 | 14.97 | 119,597 | 11.90 | 223 | .02 | 1,005,257 | 100 |
| 1949 | 534,448* | 61.41* | 93,653* | 10.76* | 132,262* | 15.20* | 109,685* | 12.60* | 236* | .03* | 870,254* | 100 |

† Less than .005 per cent.
* Preliminary.



**PREVENTION OF FREIGHT LOSS AND DAMAGE is the sole purpose of this recently fitted instruction car of the Missouri Pacific. Equipped for projection of both slides and motion pictures from an enclosed booth, and with a public address system and blackboard for lecture purposes, the car has embarked on an educational tour which eventually will take it to every terminal and transfer point on the entire M.P. system. Under the direction of C. A. Naffziger, superintendent of stations and claim prevention (pointing to blackboard chart in the interior photo), the claim prevention program centers on talks and visual aids before small groups of personnel having like duties. Each presentation is followed by informal group discussion of specific claims generated at the yard or station where the meeting is being held. Resulting comment frequently has brought forth a remedy. Instruction groups are limited to 42 persons—the seating capacity of the "auditorium." Because the car is equipped with a Diesel engine driven power plant which furnishes 220-volt, 3-phase power for heating, lighting and air conditioning, the car can be spotted at locations convenient to employees, without regard for standby power**

the topic of their conferences, but, as *Railway Age* goes to press, there is no indication that a final decision will be announced for another week or 10 days at least. A. E. Stoddard, president of the U.P., has confirmed a report that the road for some time has been studying the possibility of operating a through passenger train from the west coast to New York City.

Meanwhile most passenger traffic men seem to be convinced that while a through train would offer a somewhat faster service than present transcontinental sleeping cars, it would do so only at a loss of the diversity of routes which present arrangements provide.

On the eastern end, the present service via Chicago is operated by the N.Y.C. and Pennsylvania, respectively, from New York, and the Baltimore & Ohio from Washington, D. C. On the western side, it is operated by the Santa Fe, the Chicago & North Western-Union Pacific-Southern Pacific, the Chicago, Burlington & Quincy-Denver & Rio Grande Western-Western Pacific or the Chicago, Rock Island & Pacific-Southern Pacific routes. Because of layover time at Chicago (usually three to five hours), few transcontinental passengers remain in the cars during transfer between depots. Most of them prefer to use the time for sight-seeing or shopping, but appear to like the convenience of not having to transfer their luggage between depots.

One passenger traffic officer points out that, although through trains would give passengers faster terminal-to-terminal service by eliminating layover and transfer time at Chicago, at least one of the four western routes would have to withdraw entirely from transcontinental service if each of the three eastern carriers now operating through cars took up the through-train idea. He doubts actually that sufficient additional traffic would be developed to sustain more than one or two complete through trains.

Some observers have speculated that, if the Central and the Santa Fe decide to "jump in" with a New York-Los Angeles train, the Pennsylvania would probably make similar arrangements with the "Overland Route" lines (C.&N.W.-U.P.-S.P.) to operate a through New York-San Francisco service. Another officer said that through trains would probably be accomplished by withdrawal of cars now operated via other routes, and he questioned whether all traffic now handled would "move over" with the change of service. About the only thing that the passenger traffic men agreed upon was that nobody could predict whether one or more coast-to-coast trains could be supported by present, or potential, traffic. As one of them put it — "I guess some one will have to jump into it and see."

## Executive Control Vitiates National Transport Policy

"The placing of control over transportation in the executive branch of government will inevitably lead to assumption of greater powers and tend to vitiate any national transportation policy," declared Dr. John H. Frederick, professor of transportation at the University of Maryland, and consultant on research and education for the Transportation Association of America, before the Chesapeake chapter of Delta Nu Alpha transportation fraternity at its annual dinner in Baltimore, Md., on October 5.

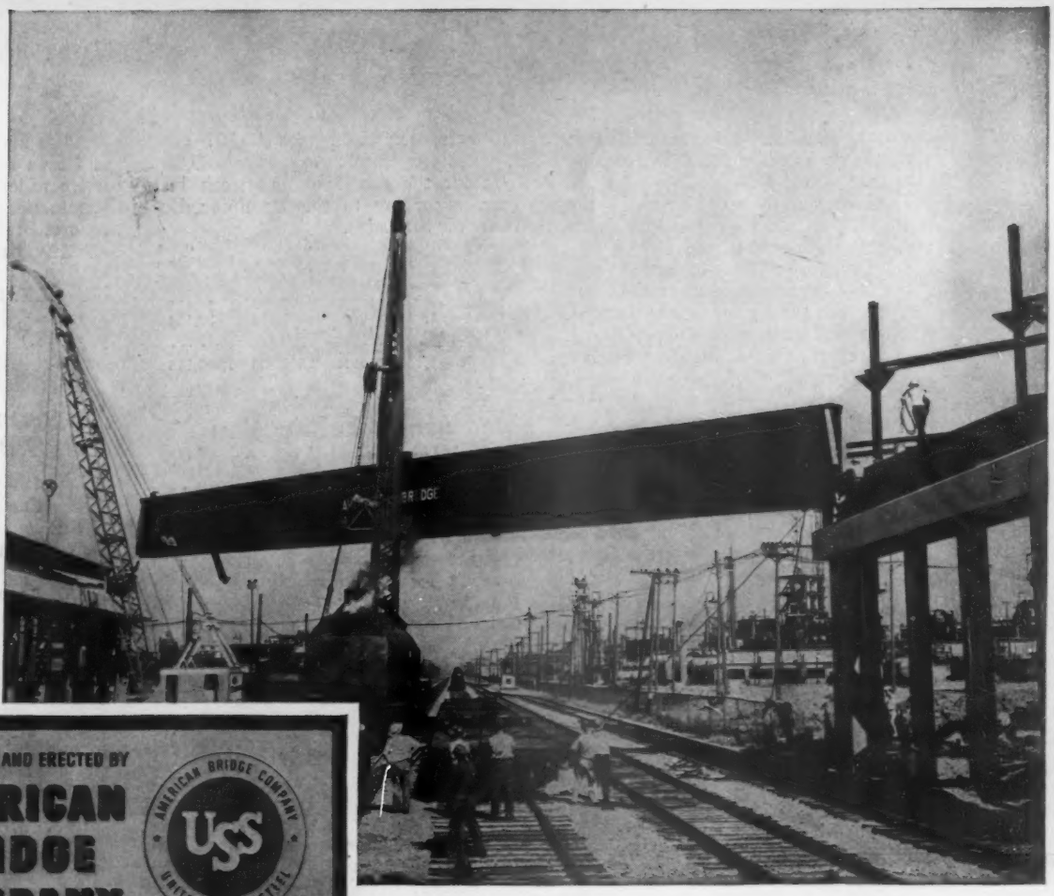
"Some of the reorganization plans involve adroit steps to transfer complete control of transportation to the executive branch of government. They will open the door for executive manipulation of functions which should be completely removed from the play of party politics," Dr. Frederick said.

"National transportation policy is not yet an accomplished fact, because the policy in print, and the policy in the minds of legislative and regulatory authorities, is not the same. Attempts to put the stated policy into effect have proven impractical. Federal promotional activity in transportation confuses the main issue. Traditional habits of thought and action of regulatory bodies prevent the stated policy from working."

## "Transportation Need Not Mobilize"—Gass

"When American men are dying on the battlefield in defense of American ideals, it is war. We are in a wartime economy, without a declared war. Industry has not mobilized and perhaps it will be some time before they do. Transportation does not have to mobilize. It has no conversion problem."

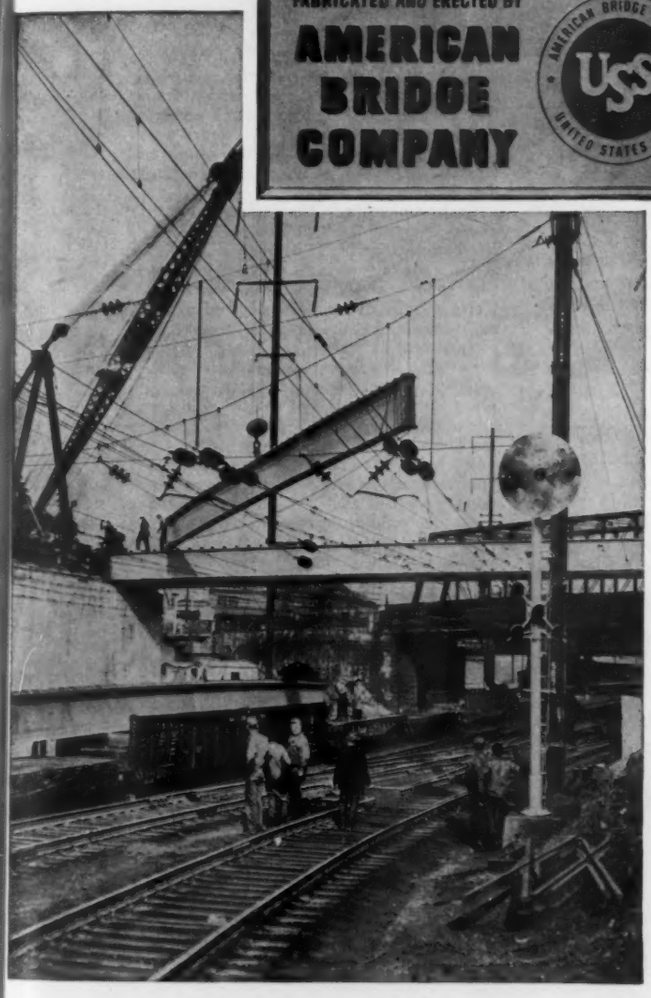
The speaker was chairman A. H. Gass of the Car Service Division of the Association of American Railroads; his audience, the Southwest Shippers Advisory Board meeting at Brownsville, Tex., on September 19-21. Mr. Gass pointed to the fact that the railroads had a surplus of 200,000 cars in February and that the combination of military requirements, stockpiling and



American Bridge erects an 88-ton, 140′ long plate girder span over the Chesapeake and Ohio Railway tracks in the yards of The Dow Chemical Company, Midland, Michigan. This structure was erected without hindering rail traffic. Darin & Armstrong, Inc., General Contractors; L. W. Millard, Consulting Engineer.

Erecting highway overpass above the Pennsylvania Railroad tracks, New York Division, Mercer County, Trenton, New Jersey. Despite the maze of electric transmission lines surrounding the work, and the rail traffic below, American Bridge completed the job successfully, without interruption to traffic. Kaufman Construction Company, Contractors; Designed by New Jersey State Highway Department.

FABRICATED AND ERECTED BY
**AMERICAN BRIDGE COMPANY**



# When erection will be under difficulties —*it's a job for* American Bridge

● We offer the erection of the plate girder span over the Chesapeake and Ohio Railway tracks at Midland, Michigan—and the erection of the highway overpass above the Pennsylvania Railroad tracks at Trenton, New Jersey, as substantial proof of this fact:

Regardless of how complex or difficult your job may be, you can be sure it will be done right if you call on American Bridge.

**AMERICAN BRIDGE COMPANY**
General Offices: Frick Building, Pittsburgh, Pa.
Contracting Offices in: AMBRIDGE · BALTIMORE · BOSTON · CHICAGO · CINCINNATI · CLEVELAND
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UNITED STATES STEEL EXPORT COMPANY, NEW YORK

# AMERICAN BRIDGE

UNITED STATES STEEL

inventory building have converted that surplus to a shortage in the intervening months.

The car supply question held the spotlight for much of the three-day program. Railroads of the district told the board of efforts to speed cars through rip tracks and repairs to augment the supply for seasonal crops. The railroad contact committee urged, in its report, that industries "remove all slack from their handling of cars" and undertake to remove all dunnage and debris from cars following unloading.

Car efficiency committees were reactivated throughout the board's district. The board also went on record as opposed to Congressional bill H. R. 9480, which would authorize the federal government to purchase railroad cars.

All of the roads in the board's district concurred in a program of having mills and elevators notify local agents when cars are infested with weevils. The agents are to have such cars completely cleaned before placing them with mills and elevators for lading.

## Freight Car Loadings

Loadings of revenue freight in the week ended October 7 totaled 863,676 cars, the Association of American Railroads announced on October 12. This was a decrease of 16,309 cars, or 1.9 per cent, compared with the previous week; an increase of 289,448 cars, or 50.4 per cent, compared with the corresponding week last year; and a decrease of 27,975 cars, or 3.1 per cent, compared with the equivalent 1948 week.

Loadings of revenue freight for the week ended September 30 totaled 879,985 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, September 30

| District | 1950 | 1949 | 1948 |
|---|---|---|---|
| Eastern | 151,708 | 119,920 | 160,316 |
| Allegheny | 176,590 | 115,696 | 189,170 |
| Pocahontas | 68,243 | 20,289 | 68,907 |
| Southern | 135,231 | 103,769 | 132,825 |
| Northwestern | 146,390 | 128,959 | 145,908 |
| Central Western | 136,044 | 120,163 | 139,914 |
| Southwestern | 65,778 | 49,332 | 71,826 |
| Total Western Districts | 348,212 | 298,454 | 357,648 |
| Total All Roads | 879,985 | 658,128 | 908,866 |
| Commodities: | | | |
| Grain and grain products | 51,295 | 54,854 | 49,253 |
| Livestock | 15,594 | 15,191 | 18,278 |
| Coal | 165,905 | 33,522 | 176,230 |
| Coke | 15,530 | 9,246 | 14,815 |
| Forest products | 49,974 | 40,724 | 47,158 |
| Ore | 79,398 | 51,660 | 71,249 |
| Merchandise l.c.l. | 90,096 | 88,107 | 112,353 |
| Miscellaneous | 412,193 | 364,824 | 419,530 |
| September 30 | 879,985 | 658,128 | 908,866 |
| September 23 | 870,196 | 661,468 | 908,592 |
| September 16 | 866,207 | 743,022 | 909,989 |
| September 9 | 751,276 | 623,962 | 789,011 |
| September 2 | 852,321 | 703,934 | 895,131 |
| Cumulative total 39 weeks | 28,499,262 | 27,812,978 | 32,225,035 |

**In Canada.**—Car loadings for the week ended September 30 totaled 90,976 cars, compared with 90,307 cars for the previous week, and 89,614 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|---|---|---|
| Totals for Canada: | | |
| September 30, 1950 | 90,976 | 36,131 |
| October 1, 1949 | 89,614 | 30,134 |
| Cumulative totals for Canada: | | |
| September 30, 1950 | 2,837,009 | 1,201,513 |
| October 1, 1949 | 2,898,730 | 1,200,115 |

## Emergency Lubrication Specifications Approved

The General Committee of the Mechanical Division of the Association of American Railroads has approved emergency specifications "in order to provide for an improved product in both waste and oil for use in lubrication of journal bearings on freight cars." The specifications are to be met not later than January 1, 1951, and will apply to free oil as well as to oil used in preparing packing. The new specifications have been prepared by a joint subcommittee representing the Committee on Lubrication of Cars and Locomotives and the Committee on Specifications for Materials to supersede the present standard, and will remain in effect until such time as the Mechanical Division research on these materials has been completed.

As a further means of improving journal lubrication, the Arbitration Committee has been instructed to modify Interchange Rule 66(a), effective January 1, 1951, for one year, reducing the present 15-month period for repacking journal boxes to 12 months and authorizing receiving lines to reject empty foreign cars when delivered by owners with repack dates more than 15 months' old.

Directors of the association have authorized an increase in personnel of the Mechanical Inspection Department, and additional inspectors are already in the field checking lubrication practices, materials and results. In all cases where practices do not conform to desired standards, corrective action is taken, insofar as practicable on the spot, to effect necessary improvements with a minimum of delay and red tape.

## I.C.C. Again Reprieves Forwarder-Truck Pacts

Meeting a request of the Senate committee on interstate and foreign commerce, the Interstate Commerce Commission has further postponed until May 1, 1951, the effective date of the order in the case wherein it fixed terms and conditions under which freight forwarders may utilize the services of motor carriers. The order, entered September 24, 1948, accompanied the commission's report in the No. 29493 proceeding (see *Railway Age* of October 9, 1948, page 74).

The effective date has been postponed from time to time while the forwarders first took the case to the courts and then turned to Congress for legislative relief from the commission's determination. The Senate committee has reported favorably to the Senate a bill (S.2113) proposing such legislation, while the House has passed a similar bill—H.R. 5967. (See *Railway Age* of March 4, page 65, and August 12, page 63.)

## Proposes to Revise Diesel Brake Rule

Division 3 of the Interstate Commerce Commission has issued a notice setting out a proposal to revise Rule 205(a) of the commission's Rules and Instructions for Inspection and Testing of Locomotives Other Than Steam. The rule involved relates to air-brake equipment, and the proposed revision will be handled by the commission in a proceeding docketed as Ex Parte No. 174.

The rule "tentatively proposed" as a substitute for the present rule was given in the notice as follows:

205.(a) The main reservoir system of each unit shall be equipped with at least one safety valve, the capacity of which shall be sufficient to prevent an accumulation of pressure of more than 10 pounds per square inch above the maximum working air pressure fixed by the chief mechanical officer of the carrier operating the locomotive.

Each unit that has a pneumatically actuated system of power controls shall be equipped with a separate reservoir of air under pressure to be used for operating such controls, other than brake controls, which reservoir shall be provided with means to automatically prevent loss of pressure in event of failure of main reservoir air pressure, shall have storage capacity to permit not less than 3 complete operating cycles of control equipment and shall be so located that it will not be readily susceptible to damage. Each unit built before January 1, 1951, that has a pneumatically actuated control system of power control shall be so equipped the first time said unit receives repairs of a general nature after January 1, 1951, but not later than January 1, 1952.

The proposed change is the addition of the second paragraph, the first paragraph of the foregoing being the present rule. The commission's notice said that the revision was being proposed upon recommendation of the director of its Bureau of Locomotive Inspection, Edward H. Davidson. "In recent months," the notice also said, "there have been accidents in which the unit of a locomotive other than steam had its brake system put out of commission by the loss of main reservoir air pressure and the locomotive unit, which had become disconnected, proceeded down the track out of control."

The notice advised that the commission will conduct an investigation of the proposal; and receive, from the railroads and other interested parties, evidence "in written form with affidavits attached." Verified statements embodying evidence-in-chief will be due

# Look at Safety...

# Look at Efficiency...

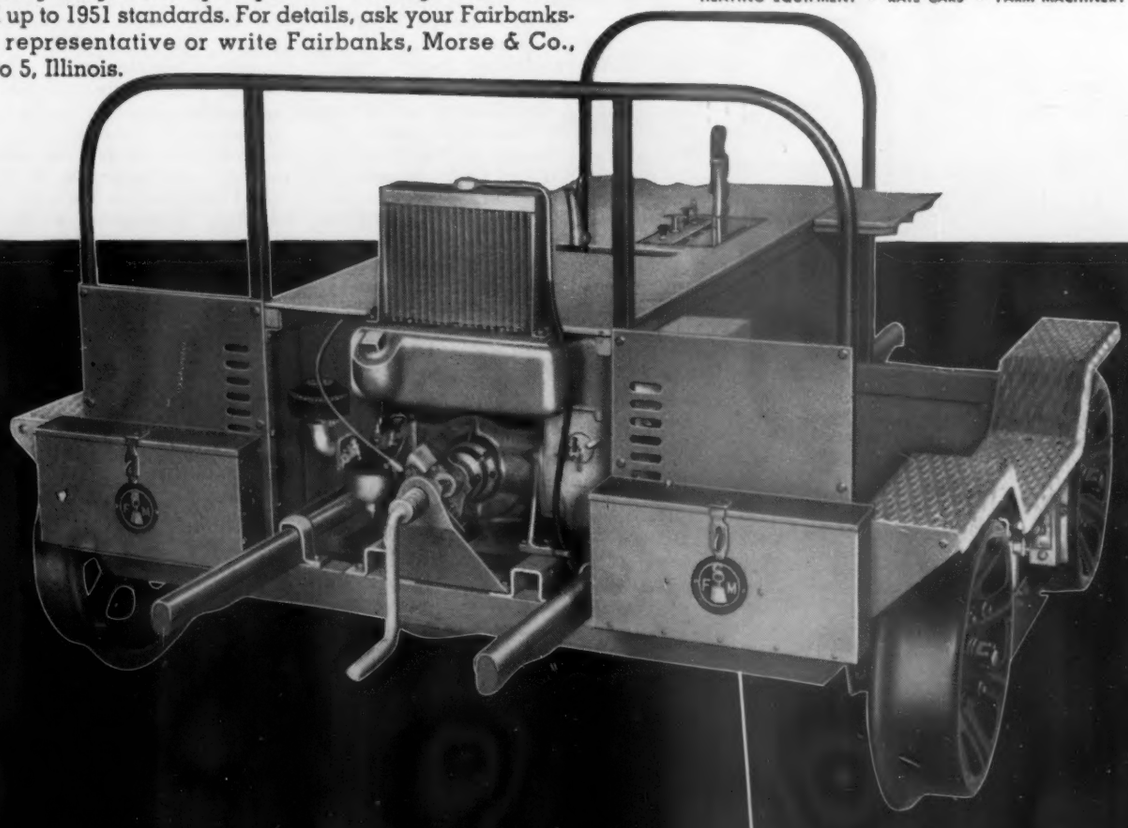
# Look at the New Model 101

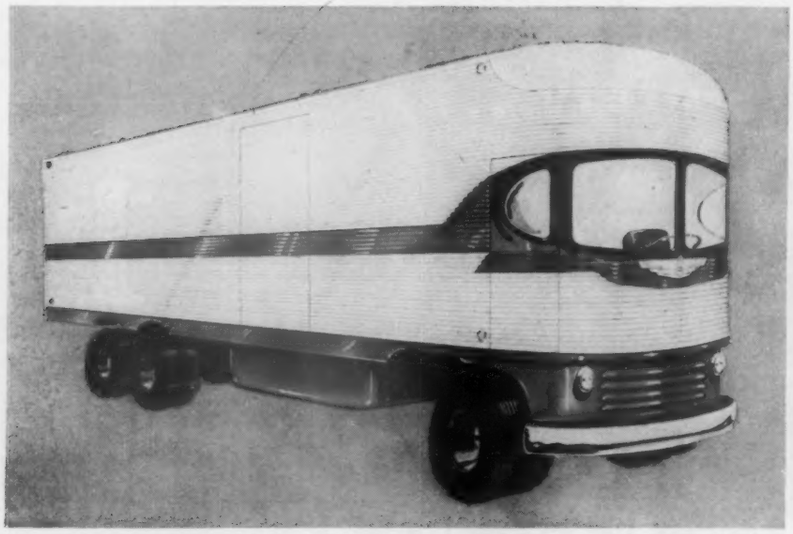
Yes, this inspection car is something to inspect. It offers new standards of safety, new features for on-the-job efficiency. Simple friction wheel transmission provides four speeds forward, three reverse — and, for maximum protection of the crew, an immediate reverse without reversing the engine. Wheel silencers, too, add to safety — allow the crew to hear approaching trains or automobiles. Built to carry four men in comfort, the 101 has a one-man rear lifting weight of only 98 pounds. Throughout, it is designed up to 1951 standards. For details, ask your Fairbanks-Morse representative or write Fairbanks, Morse & Co., Chicago 5, Illinois.

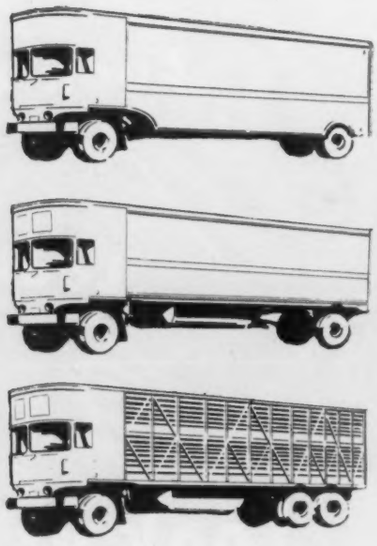
**FAIRBANKS-MORSE,**

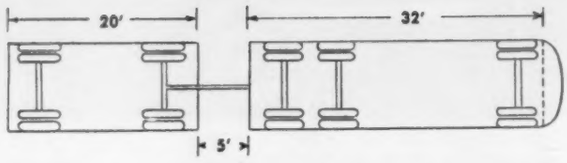
*a name worth remembering*

DIESEL LOCOMOTIVES AND ENGINES • ELECTRICAL MACHINERY • PUMPS • SCALES • HOME WATER SERVICE AND HEATING EQUIPMENT • RAIL CARS • FARM MACHINERY










**TRAILER OR TRUCK? A radically new departure in design of large capacity cargo trucks is this motorized trailer now being produced by the Twin Coach Company, Kent (Ohio) bus manufacturer. Utilizing standard Fruehauf trailers, and powered by an under-floor engine burning either gasoline or propane, the unit is said to weigh from 5,000 to 8,000 lb. less, and be from 8 to 10 feet shorter, than conventional tractor-semi-trailer units. It is available in numerous body types, including the furniture van, refrigerated carrier or stock vehicles as shown. The manufacturer also envisions its use as a mobile office, machine shop, clinic or hospital, store, ambulance, etc. By attaching a standard four-wheel trailer (lower right), a total of 52 lin. ft. of cargo space can be provided. Because it would be capable of servicing off-line shippers and then "loading itself" onto a flat car, observers have pointed to its possible application in railroad l.c.l. freight service**

on or before November 15; notices of objections to such evidence will be due December 1; and statements embodying rebuttal evidence will be due December 15. If cross-examination of a witness is desired, written request therefor must be given to the secretary of the commission, W. P. Bartel, and to the witness or his counsel, on or before January 1, 1951.

## Carr Heads Korean Military Railway Service

Colonel William S. Carr, who is on leave of absence from his post as superintendent of the Boston division of the New York, New Haven & Hartford at Boston, Mass., has been appointed director general of the Military Railway Service in Korea, which gives him command over all Korean railroads. He received the appointment on September 16.

## Water-Competitive Rate Cases Dropped by I.C.C.

The Interstate Commerce Commission had discontinued three water-competitive rate cases which it instituted in 1946 and 1947 at the request of the former United States Maritime Commission. The proceedings were: No. 29663, Transcontinental Rail Rates; No. 29664, Intercoastal Water Rates; and No. 29708, All-Water, Water-Rail, and Rail-Water Rates Between Pacific Coast Ports and Interior Points.

The discontinuing order was issued after the commission's consideration of presentations filed by interested parties in response to its notice of June 27. (See *Railway Age* of July 8, page 100.) The order said that all such presentations, including those of the water carriers, favored discontinuing the cases, although a "few" of the statements also contained suggestions that rate increases previously approved in the proceedings be rescinded in whole or in part.

The commission rejected such suggestions. It discontinued the proceedings on the basis of a finding that general increases in railroad rates "have accomplished the major purposes of these investigations."

## Will Help Armed Forces Find Transport Personnel

Inauguration of a program "to assist the armed forces in the utilization of the transportation skills" of its members "in case of an emergency," has been announced by the National Defense Transportation Association. The announcement, by Association President Harry F. Chaddick, indicated that the program has two objectives—to furnish the armed forces with a knowledge of the location of "many scarce skills and talents in the transportation field," and as a service to association members.

Mr. Chaddick also said that a committee of N.D.T.A. had been working for some months with members of a liaison committee from the armed forces in developing a questionnaire which would permit members to furnish information as to their past experience and training. On the basis of returns to these questionnaires, rosters will be maintained at N.D.T.A.'s 50 local chapters; and a duplicate roster will be maintained at the national headquarters in Washington, D. C.

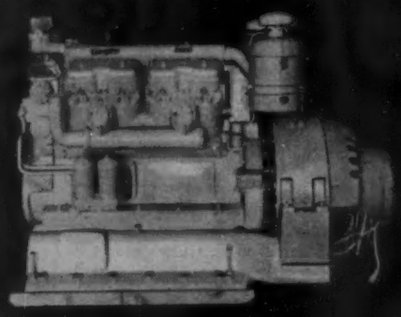
## Wage-Hour Talks Continued in Canada

Canadian railway and union officials were continuing, as this issue of *Railway Age* went to press, wage and hour conferences in Montreal, Que., to find a solution to union demands before October 15.

Spokesmen for the unions which called the August strike of 125,000 non-operating employees, said the temporary, government-imposed terms for the return to work of the strikers were not adequate for a permanent settlement of the year-old dispute.

A special session of Parliament ended the strike with a back-to-work order based on a four-cent hourly wage boost, and introduction of the 40-hr.

YOUR TRACTION GENERATOR



# Tailored to fit

YOUR RAILCAR

THE "Caterpillar" Diesels you order for your rail cars are designed to fit your present electrical equipment—to match the speed and power of your traction generator—to work smoothly.

Caterpillar Tractor Co. will mount, couple, and align your original traction generator *at the factory,* where the complete unit will be dynamometer tested, then painted and shipped to you. Or, if you prefer, the engine will be shipped to you, with husky base and generator supports, so that you may mount the traction generator.

"Caterpillar" Railroad Diesels have these *plus* features:

1. **Readily accessible air, oil, water and exhaust connections.**
2. **Air or electric starting system, as desired.**
3. **Large lubricating oil capacity — for 1,500 hour-meter hours of operation between oil changes.**
4. **Large access doors on both sides of crankcase.**

## LOOK UNDER THE HIDE

Filters are the watchmen of an engine's lubricating oil system. That's why "Caterpillar" filter elements are engineered and manufactured to extremely strict standards. They remove harmful particles as small as 39-millionths of an inch . . . remove sludge . . . have large filtering area and high flow rate . . . do not remove beneficial additives . . . are vibration-proof and waterproof. Look under the hide for quality—you'll find it in every "Caterpillar" detail.

C.B.&Q. RAIL CAR operating between Beardstown and Herrin, Ill. Powered by a "Cat" D375 *(illustrated in headline panel).*

CATERPILLAR TRACTOR CO. • PEORIA, ILLINOIS

# CATERPILLAR Railroad Diesels

REG. U.S. PAT. OFF.

10 MODELS OF "CATERPILLAR" RAILROAD DIESELS UP TO 500 HP.

week by September 1, 1951. The unions requested immediate establishment of the 40-hr. week, against the 48-hr. week in force, and wage increases of seven cents per hour for members of 15 international unions and 10 cents per hour for those belonging to two Canadian organizations.

Union and company representatives under the government order have until October 15 to find a solution to the dispute. After that date, if no settlement has been reached, the federal Department of Labor will appoint an arbitrator whose decision in the matter will be final.

Representing the companies are: Canadian Pacific—D. I. McNeill, vice-president in charge of personnel; J. R. Kimpton, assistant vice-president, and S. M. Gossage, assistant manager of the personnel department; Canadian National—R. C. Johnson, assistant vice-president in charge of personnel; P. A. Ayrhart, manager of personnel, and J. Macdonald, special assistant of personnel.

## Dining Car Problems Discussed at N.Y. Meeting

Adequate compensation for meals served to military personnel, dining-car sanitation, employee training, and the impact of rising food and labor costs occupied the attention of 125 dining car officers representing some 46 railroads in the United States and Canada who gathered at New York on October 10, 11 and 12 for the 50th anniversary meeting of the Association of American Railroad Dining Car Officers.

The opening session on Tuesday was devoted to routine association business and consideration of committee reports, with additional discussion of allowances for military meal service and sanitation slated to continue on the following day, when Edmund C. Garthe, chief of the Interstate Carrier branch, Division of Sanitation, Public Health Service, was scheduled to address the convention.

R. G. Robinson, superintendent of the dining car department of the Pennsylvania, and president of the association, presided at the business meetings, assisted by Secretary-Treasurer W. F. Ziervogel, superintendent of dining cars of the International-Great Northern and the Gulf Coast Lines.

## C.N. Cancels Second-Class Fares

Tariffs cancelling second-class rail fares on the Canadian National have been filed with the Board of Transport Commissioners for Canada.

A. A. Gardiner, general passenger traffic manager, said these are "subnormal or depressed" fares introduced many years ago when the railways were in position to offer different classes of travel to the public. The second-class fare, less expensive than coach class, applied only to certain territories and was seldom applied for. It was, as a railroad officer put it, a "sort of third-class fare."

## Considering Proposed Plan For Short-Routing Empties

The Car Service Division of the Association of American Railroads recently submitted to the association's member roads a tentative plan for the short-routing home of foreign cars made empty on lines which are direct connections of the car owners. The plan was sent to the railroads, for study and comment, by E. W. Coughlin, manager of C.S.D.'s Railroad Relations Section.

It was prepared at the request of the Committee on Car Service and Records of the A.A.R.'s Operating-Transportation Division. Generally, it is based on a proposed revision of those provisions of Car Service Rule 3 which permit backhauling or other movement away from the home line of the empty cars involved in order to return them over the route of the loaded movement.

As now set up, the plan proposes to establish for each road so-called "outlets" through which empty cars of non-connections would be sent and thus returned home by direct routes. The "outlet" setup is designed to make an equitable distribution of the burden of empty movements. Thus it would avoid the necessity for balancing arrangements and the record-keeping which such arrangements would require.

Short-routing plans have been in effect for some time in the Southwest and in New England.

## Pullman Holds Annual Talks With Car Employees

Handling of military traffic, maintenance of service standards and the company's new sales campaign were the principal subjects discussed at a country-wide series of car service employee conferences held September 28 through October 6 by the Pullman Company. Following the pattern established some years ago, the conferences were conducted by service supervisors and inspectors who acted as moderators for discussions in which Pullman conductors, porters and attendants participated, together with representatives of management and of railroad operating and passenger departments and ticket offices.

Attendance by Pullman employees was purely voluntary, yet as in past years, was described as "nearly perfect." The presence of railroad representatives permitted an exchange of ideas on questions confronting Pullman employees which are of railroad, rather than Pullman, origin. Assistant Vice-President J. P. Leach personally attended many of the conferences. "Pullman's car service employees," he said, "have established a standard of service not excelled by any other transportation agency in the world, but we must all put forth every effort to improve Pullman service further if we are to retain our present passengers and meet increased competition from other forms of transportation."

## Supreme Court Actions

The United States Supreme Court this week held its first business session of the new fall term, and while no decisions were handed down the court ruled on many of the accumulated cases. These rulings were principally in connection with requests for review of lower court decisions, 16 of which involved railroads. The court agreed to accept only three of the rail cases, and denied petitions for review of the remaining 13.

Two of the cases in which the high court noted "probable jurisdiction" are being appealed from the Maryland Circuit Court of Appeals. They are *Western Maryland v. Joseph A. Rogan, et al.*, and *Canton Railroad Company v. Joseph A. Rogan, et al.* Involved is a state franchise tax which the roads claim should not be levied against that part of gross receipts which comes from handling export-import traffic in the Baltimore harbor area. The roads question the validity of this part of the state statute on grounds that it conflicts with the export-import clause of the Constitution. The Supreme Court transferred both cases to its summary docket for review.

The third case in which the court noted jurisdiction was that of *Alabama Public Service Commission v. Southern*. The U. S. District Court for the Middle District of Georgia on February 13 granted an injunction to the Southern against an order of the state commission which would have required the road to restore two passenger trains discontinued in November, 1949, as a result of the coal shortage. The commission, acting on a petition pending since September, 1948, had refused to authorize abandonment of the trains, and ordered that they be restored to service upon termination of coal-conserving orders of the Interstate Commerce Commission. The road then sought relief in the district court, basing its plea on losses of approximately $4,000 a month, and the court granted the injunction. The trains involved are two operated by the Southern between Birmingham, Ala., and the Alabama-Mississippi state line on the route to Columbus, Miss. Appeal to the Supreme Court was made by the state commission.

As to the lower court decisions which the Supreme Court refused to review, seven were injury cases originally brought under the Federal Employers' Liability Act. In one case, *Terminal Railroad Association of St. Louis v. United States*, the Terminal association asked the high court to hear its case

# Hystaway Hoe Front

## For use with Hystaways mounted on "Caterpillar" D8, D7 and D6 track-type tractors

Ditch digging is fast and efficient with the Hystaway Hoe. A narrow trenching bucket (23-in. cutting width) is available as optional equipment. Standard ½ yd. bucket is 33 in. wide.

**A HIGH SPEED,** rugged NEW EARTH MOVING TOOL for *ditch and trench digging and basement excavating.* DOES ANY JOB that a CONVENTIONAL ½ cubic yard hoe can do.

The Hystaway Hoe will dig to a full 15 ft. depth. It has MORE REACH than a conventional back hoe — an EXTREMELY FAST SWING — an actual EXCESS of POWER because of the "Caterpillar" diesel tractor engine which, even on the D6, has more horsepower than the engine on the average ½ yd. excavator.

The Hystaway, mounted on a "Caterpillar" D8, D7 or D6 track-type tractor with bulldozer, now provides five tools — dragline, clamshell, crane, shovel and the BACK HOE — and full tractor MOBILITY AND MANEUVERABILITY are retained. Current delivery. See your "Caterpillar" distributor.

**HYSTER COMPANY**

2932 N. E. Clackamas, Portland 8, Oregon
1832 North Adams Street, Peoria 1, Illinois

HYSTER

**THIS 2-UNIT DIESEL-ELECTRIC LOCOMOTIVE, hauling a Canadian National fast freight between Montreal, Que., and Toronto, Ont., is similar to the eight 1,600-hp. units recently ordered by the road from the Montreal Locomotive Works (see *Railway Age* of October 7, page 88)**

in which it sought relief under the Federal Tort Claims Act. Two of the appeals were in cases involving claims for damaged property, while two others were brought by railway labor unions in connection with National Railroad Adjustment Board proceedings. In *South Western Railroad Company v. L. O. Benton Jr., et al.* the court in effect upheld the Supreme Court of Georgia's approval of a lower court which enjoined South Western from accepting a plan of reorganization or selling any of its properties without the unanimous consent of its stockholders.

The Terminal of St. Louis case, involving the Tort Claims Act, was brought in an effort to recover $40,000 damages which were paid to an injured employee, the employee having been hurt while working as a switchman inside a government ordnance plant. While the employee was not paid damages until 1948, the injury occurred in 1943, and lower courts dismissed the case on grounds that it was not until January 1, 1945, that the United States waived immunity against being sued in tort. The courts said the tort act allows suits on injuries after the latter date, and refusal of the Supreme Court to review the case substantiates this view.

In the case of *Texas & New Orleans v. Fletcher L. Yarbrough*, the road asked for review of a decision by a Texas court which held the road liable for a shipment of cotton destroyed by fire after the bill of lading had been issued but before the cotton was actually loaded into railroad cars. At the time of the fire the cotton was in a warehouse of a compressing company. The trial court found in favor of the railroad, but the Court of Civil Appeals of Texas reversed this judgment.

The two labor union cases which the court declined to review were *Order of Railway Telegraphers v. New York Central* and *Brotherhood of Railroad Trainmen v. Harold H. Templeton, Atchison, Topeka & Santa Fe, et al.* The first of these cases involved an effort on the part of O.R.T. to impeach an arbitration board interpretation of working agreements, with the union claiming the N.R.A.B. had exclusive jurisdiction in such cases. Lower courts ruled against the union. In the second case, the B.R.T. claimed the courts were reviewing N.R.A.B. awards when they voided an award on grounds that notice of proceedings before the board had not been given to employees involved in the dispute.

## Air Lines Are Heaviest Spenders for Advertising

Air lines spent almost 10 times as much as Class I railroads for advertising in 1948, according to a compilation of comparative expenditures sent to railroad public relations representatives by Robert S. Henry, vice-president of the Association of American Railroads. In the same year, the relative advertising expenditures of Class I intercity bus lines and Class I intercity truck lines, respectively, were about 4 3/5 times and 1⅛ times those of Class I railroads.

The foregoing comparisons are on the basis of advertising expenditures per $100 of operating revenue. The air line figure for 1948 was $2.46, as compared with 25 cents for Class I roads. Figures for the intercity bus and truck lines were $1.15 and 29 cents, respectively. These and other comparisons are given in Colonel Henry's compilation, reproduced herewith. While last year's figures for Class I roads are also shown, the A.A.R. vice-presidents explained that comparative 1949 figures for other forms of transportation will not be available "for several months."

## Offers New Plan in Rail Abandonment Case

A new proposal has been made by the Chicago North Shore & Milwaukee in connection with its three-year effort to substitute buses on its "Shore Line" suburban route between Chicago and Waukegan, Ill. The road has asked the Illinois Commerce Commission for authority to operate a coordinated express-rail and local-bus service over the 37-mi. route and has said that further efforts toward abandonment of the rail line would be postponed.

Authorities at Fort Sheridan, Ill., an army post served principally by Shore Line route trains, have expressed no objection to the new proposal "as long as the new service equals the present service." Attorneys representing the various suburban villages said there was no objection to the all-express rail service feature, but that the communities "would not consent to any bus service" because of "street conditions." The North Shore has maintained that the suburban service is operated at a loss of about $600,000 annually.

*(News continued on page 53)*

**HOW RAILROAD ADVERTISING EXPENDITURES COMPARE WITH THOSE OF OTHER TRANSPORT AGENCIES**

| Carrier | Year | Number of Carriers | Oper. Revenue | Advertising Expenditure | Proportion of Oper. Revenue Spent for Advertising (Per Cent) | Per $100 of Oper. Revenue |
|---|---|---|---|---|---|---|
| (a) Class I intercity trucks* | 1945 | 687 | $ 389,946,337 | $ 1,063,441 | 0.27 | $0.27 |
| | 1946 | 698 | 439,025,901 | 1,214,513 | 0.28 | 0.28 |
| | 1947 | 568 | 416,814,113 | 1,197,900 | 0.29 | 0.29 |
| | 1948 | 585 | 498,305,791 | 1,462,885 | 0.29 | 0.29 |
| (a) Class I intercity bus lines | 1945 | 231 | 377,933,053 | 3,288,207 | 0.87 | 0.87 |
| | 1946 | 254 | 380,627,013 | 4,156,128 | 1.09 | 1.09 |
| | 1947 | 253 | 367,424,468 | 4,257,663 | 1.16 | 1.16 |
| | 1948 | 260 | 401,332,731 | 4,597,480 | 1.15 | 1.15 |
| (b) Air lines | 1945 | 17 | 214,606,665 | 6,752,997 | 3.15 | 3.15 |
| | 1946 | 17 | 311,893,041 | 9,479,562 | 3.04 | 3.04 |
| | 1947 | 16 | 303,193,780 | 9,485,824 | 3.13 | 3.13 |
| | 1948 | 16 | 434,295,384 | 10,682,420 | 2.46 | 2.46 |
| Class I railroads | 1945 | 135 | 8,898,608,727 | 16,709,060 | 0.19 | 0.19 |
| | 1946 | 133 | 7,627,650,517 | 19,624,511 | 0.26 | 0.26 |
| | 1947 | 131 | 8,684,918,252 | 22,453,792 | 0.26 | 0.26 |
| | 1948 | 131 | 9,671,721,893 | 24,357,789 | 0.25 | 0.25 |
| | 1949 | 132 | 8,580,142,406 | 22,412,634 | 0.26 | 0.26 |

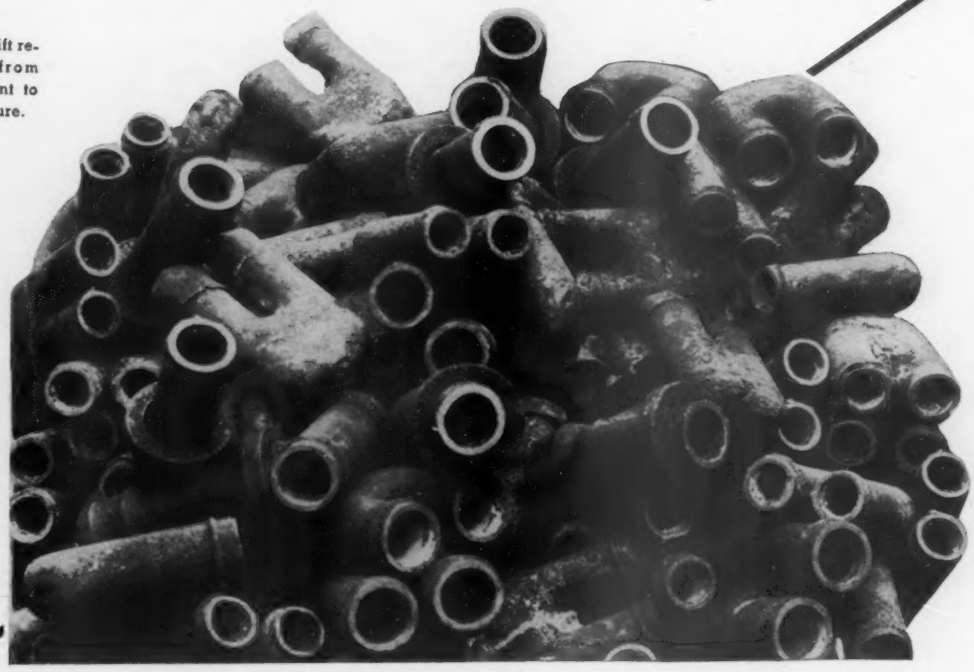
(a) Figures furnished by Economics and Statistics Bureau, I.C.C.
(b) Figures furnished by Civil Aeronautics Board.
* Commercial carriers of general freight.

# *Don't Restrict*

## Steam Passages of Superheater Units

## *...It is Expensive*

Samples of makeshift repairs removed from units that were sent to us for re-manufacture.



Internal ridges caused by butt welding the return bends onto straight lengths of old and questionable superheater tubing...cause eddy currents of steam with a consequent increase of wall temperature and eventual early failure of the butt welded return bend. Such conditions also *increase pressure drop* with a decrease in cylinder horsepower.

THE
**SUPERHEATER CO.**
Division of
COMBUSTION ENGINEERING-SUPERHEATER, INC.
200 Madison Ave., NEW YORK 16
Bankers Building, CHICAGO 3
Montreal, Canada, THE SUPERHEATER COMPANY, Ltd.
Representing AMERICAN THROTTLE COMPANY, INC.

This type of makeshift repairs is poor engineering practice and is one that does not pay when train schedules and failures are considered. You can only control the continuity of the wall structure at the return bend sections of the invisible steam surfaces...by machine-die-forging. These surfaces are subjected to high degrees of superheated steam and high boiler pressures which vary from the firing-up period to maximum operating conditions. They spell quick failure to makeshift repairs.

When superheater units wear out, *play safe* and have them re-manufactured at our plant. Such a set of units are returned to you like new with s-m-o-o-t-h interiors and exteriors and many more years of carefree and profitable service life. This policy PAYS.

**Superheaters • Superheater Pyrometers • Exhaust Steam Injectors • Steam Dryers • Feedwater Heaters • Steam Generators • Oil Separators • American Throttles**

310
310
310
GREAT NORTHERN
RAILWAY

# "Progress is a Great Northern Habit"

## WINNING TONNAGE BACK TO THE RAILS

Out of the fertile, productive Pacific Northwest, modern locomotives speed industrial goods, lumber and perishables along the Great Northern. Thousands of tons of grain from the western plains, ore from the Mesabi range to the north—all moved dependably, swiftly, and safely to the great market places of America.

The dependable railway freight schedules of today are testimony to the advances made in recent years. They are achieved through the employment of new ideas, new methods of operation, and the imaginative application of modern equipment.

Such service—competitive service—is the only real key to rail transportation progress, higher operating revenues. Alco-GE diesel-electric locomotives—on the Great Northern and other major railroads—are a symbol of this revitalized progress that is winning more freight tonnage back to the rails.

113-246

**AMERICAN LOCOMOTIVE**
**and**
**GENERAL ELECTRIC**

*Partners with the railroads in their competitive bid for traffic.*

For extra protection
of your
"extra-fare" freight
RUSH
SCULLIN 50 V TRUCKS
the
smoothest
traffic-builder
between
LCL
and
your
rails!
SCULLIN-V TRUCK
STEEL CASTINGS MANUFACTURER
SCULLIN STEEL CO.
SAINT LOUIS 10, MISSOURI
NEW YORK • CHICAGO • CLEVELAND • BALTIMORE • RICHMOND, VA. • MEXICO CITY, D. F.

### *Car Surpluses and Shortages*

**Average daily freight car surpluses and shortages for the week ending October 7 were announced by the Association of American Railroads on October 12 as follows:**

| | Surplus | Shortage |
|---|---|---|
| Plain Box | 0 | 19,025 |
| Auto Box | 12 | 396 |
| Total Box | 12 | 19,421 |
| Gondola | 22 | 6,093 |
| Hopper | 63 | 8,331 |
| Covered Hopper | 0 | 155 |
| Stock | 82 | 483 |
| Flat | 21 | 759 |
| Refrigerator | 1,765 | 15 |
| Other | 302 | 84 |
| | 2,267 | 35,341 |

## A.T.A. Elects New Officers

Leland James, president of Consolidated Freightways, Portland, Ore., was elected president of the American Trucking Associations at the latter's annual convention in New York last week. Mr. James succeeds Henry E. English, president of Red Ball Motor Freight, Dallas, Tex., who was elected chairman of the A.T.A. board of directors.

Other officers elected at the New York meeting include Walter Mullady, Decatur Cartage Company, Chicago, first vice-president; Fred S. Hufnagel, Sun Oil Company, Philadelphia, Pa., second vice-president Percy Arnold, Cole Teaming Company, Providence, R.I., third vice-president; and C. J. Williams, Hillside Transit Company, Milwaukee, Wisc., fourth vice-president. Re-elected were George V. Eastes, Lee & Eastes, Seattle, Wash., treasurer, and Chester G. Moore, chairman of the board of Central Motor Freight Association, Chicago, secretary.

## I.C.C. Report on July 6 Accident at Monica, Ill.

The Interstate Commerce Commission has found that dragging equipment and the obstruction of an adjacent track by a derailed car caused the double accident which occurred July 6 on the Atchison, Topeka & Santa Fe at Monica, Ill. (See *Railway Age* of July 15, page 56.) The report, by Commissioner Patterson, was based on an investigation conducted by the commission's Bureau of Safety.

The accident resulted in the death of 9 passengers, and the injury of 109 passengers, 2 Pullman employees and 23 dining-car employees. Two eastbound first-class passenger trains, running on adjacent tracks, were involved. They were No. 22, the "El Capitan," which was derailed by the dragging equipment; and No. 10, the "Kansas City Chief," which struck one of the derailed cars—a chair car in which the fatalities occurred. The dragging equipment was the brake-frame assembly of a disc-type brake, which dropped to come in contact with the track structure after its center support—the assembly hanger box—became detached from the transom of the car truck to which it was bolted.

"Since the accident occurred," the commission's report said, "the [Santa Fe] has issued instructions to weld the hanger box to the transom, and to apply safety chains, temporarily, on future applications of this type of brake assembly. As a permanent measure, safety supports made of metal straps will be installed as rapidly as possible. The carrier has also issued instructions to remove for inspection once each year all trucks equipped with this type of brake assembly."

The line through Monica, which is 148 mi. west of Chicago, is part of the Santa Fe's Illinois division. It is a tangent stretch of double-track line, and its grade is "practically level." Trains are operated over it in either direction on either track by automatic cab-signal indications and an automatic train-control system of the three-speed, continuous-inductive type, there being no wayside signals except at interlockings. Also, there is at Monica

*(Continued on page 70)*

**Additional General News and a list of Meetings and Conventions appear on pages 70, 71, 72 and 80.**

# ORGANIZATIONS

## Railroad Welding Session At Chicago Meeting

Four informative technical papers will be presented at the Railroad session of the American Welding Society's 31st annual meeting at the Hotel Sherman, Chicago, on Friday morning, October 27, as follows:

By F. T. Perry, of the General Electric Company, on welded fabrication of mainline and switcher locomotives; by LaMotte Grover and R. L. Rex, of the Air Reduction Company, on reclamation of Diesel locomotive parts by several welding processes; by W. G. Muschler, of the Chicago, Burlington & Quincy, on the economy of reclamation by welding in the railroad reclamation plant; and by J. F. Likarish, of the Great Northern, on rehabilitation of ore cars by several different welding methods. Open discussions will follow presentation of each paper.

In addition to the railroad session the society will present 26 technical sessions on every phase of welding, cutting and allied processes. Sessions of particular interest to railroads include those on design, applied welding engineering, flame hardening, oxygen cutting, resistance welding, machine welding and pressure vessels. The sessions start on October 23 and continue through October 27.

The meeting is to be held during the 32nd National Metal Exposition and Congress at the International Amphitheatre, Chicago, of which the A.W.S. is one of the sponsors.

## Aronson, Perlman, Henry To Address Treasury Sect.

Jacob Aronson, vice-president and general counsel of the New York Central, A. E. Perlman, general manager of the Denver & Rio Grande Western, and Robert S. Henry, vice-president of the Association of American Railroads, will be speakers at the annual meeting of the Treasury Division, A.A.R., which will be held October 17-20 at the Broadmoor, Colorado Springs, Colo. The meeting will be the division's tenth, but it will be the thirty-ninth annual meeting of treasury officers, including sessions held by the former Railway Treasury Officers Association.

October 17 will be devoted to the usual open-house meeting of the division's Advisory Committee, and the annual meeting sessions will extend over the three following days. Presiding will be the division's chairman—W. B. Pope, treasurer of the Seaboard Air Line, who will also deliver the customary Chairman's address. Other proceedings, in addition to the addresses of Messrs. Aronson, Perlman and Henry, will include an informal talk by E. H. Bunnell, A.A.R. vice-president in charge of the Finance, Accounting, Taxation and Valuation Department, and reports of the division's seven standing committees and six sectional groups.

There will also be an election session at which the division's present vice-chairman—G. H. Howe, treasurer of the N.Y.C.—is expected to be elected to the chairmanship. H. B. Fink, secretary and treasurer of the Atchison, Topeka & Santa Fe, is chairman of the committee on arrangements for the meeting.

"What the Traffic Man Ought to Know About the British Experiment" will be the subject of the guest speaker — William H. Schmidt, Jr., western editor of *Railway Age* — at a special luncheon held in connection with the October 24 meeting of the **Northwest Shippers' Advisory Board** at Fargo, N. D. The board will hear C. R. Megee, vice-chairman of the Car Service Division of the Association of American Railroads, give a report on the current national transportation picture. Headquarters for the one-day meeting will be at the Hotel Gardner.

The **New York Railroad Club** will hold its annual dinner on December 7. Further details will be announced following the regular meeting on October 19, in the auditorium of the Engineering Societies building, 33

West 39th street, New York. At the latter meeting, C. E. Tack, assistant chief mechanical engineer, American Steel Foundries, will present a commentary on a motion picture entitled "Power to Stop," and C. L. Eksergian, executive engineer and assistant to vice-president, Budd Company, will give a talk on "High Speed Braking."

The **Fire Protection and Insurance Section** of the **Association of American Railroads** will hold its annual meeting at the Sheraton Hotel, Chicago, on October 17, 18 and 19.

## SUPPLY TRADE

**Alfred C. Laessig,** formerly general manager of the tool division of **Hubbard & Co.,** has been appointed vice-president of the tool division and vice-president of the **Unit Rail Anchor Company.**

**Robert D. Hill** has been elected vice-president of the **Taylor-Wharton Iron & Steel Co.;** in addition to his new duties he will continue to serve as treasurer.

**William E. Mulcahy,** recently with the **Boston Electro Steel Company,** has rejoined the **Hunt-Spiller Manufacturing Corporation,** Boston, Mass., as assistant foundry superintendent.

**Robert F. Moody** has been appointed assistant sales manager in the eastern division of the **Hyster Company,** Portland, Ore. Mr. Moody will maintain headquarters in Peoria, Ill.

The **Pyrene Manufacturing Company,** Newark, N. J., has organized a nationwide system of 180 service depots. Services offered include immediate exchanges, replacement parts, repairs and trade-ins.

**Lloyd E. Young, whose appointment as sales manager of the Superior Steel & Malleable Castings Co., Benton Harbor, Mich., was announced in last week's *Railway Age*, page 86**

**Fred P. Biggs,** whose appointment as president of the Brake Shoe and Castings division of the **American Brake Shoe Company** was announced in last week's *Railway Age*, joined the company in 1916. He was

**Fred P. Biggs**

appointed vice-president in charge of sales of both the Brake Shoe and Castings and Southern Wheel divisions in 1944, and first vice-president of the Brake Shoe division in 1948.

**John H. McCartney** has been appointed regional sales engineer, Eastern territory, of the **Grip Nut Company.** Mr. McCartney will handle matters of sales and service work directly from the company's Chicago office.

**H. V. Gulick,** assistant chief engineer of the **American Locomotive Company,** has been appointed chief engineer—manufacturing, to succeed **Robert H. White,** who will retire, effective November 1, after 43 years of service with the company.

Mr. Gulick was graduated from Union College in 1919, with a B.S. degree in civil engineering. He worked as a bridge designer for the Illinois State Highway Department and the Chicago, Milwaukee & St. Paul (now Chicago, Milwaukee, St. Paul & Pacific) from 1919 until 1923, in which year he joined Alco's engineering construction department. In 1926 he became associated with Gannett, Seelye & Fleming, consulting engineers, at Harrisburg, Pa., and in 1931 returned to American Locomotive, working as project engineer and later as assistant engineer.

Mr. White received a B.S. degree in electrical engineering from the University of Nebraska in 1905, after which he worked as a test engineer for the General Electric Company.

Mr. White joined the Alco maintenance department in 1906 and since 1918 has been in charge of all company construction engineering. During both world wars he supervised development of production facilities at all Alco plants and at Montreal Locomotive Works, Alco's Canadian affiliate. Mr. White also directed building, power and shop equipment projects involved in the company's postwar expansion program at plants in Schenectady, N. Y., Auburn and Dunkirk; Latrobe, Pa., and Chicago Heights, Ill.

**Stephen S. Conway,** whose appointment as vice-president in charge of sales of the Brake Shoe and Castings and Southern Wheel divisions of the **American Brake Shoe Company** was announced in last week's *Railway Age*, joined the Chicago office in 1912.

**Stephen S. Conway**

After serving as sales representative, he was appointed assistant vice-president in 1944 and vice-president in 1947. Mr. Conway will be located at the company headquarters in New York.

### OBITUARY

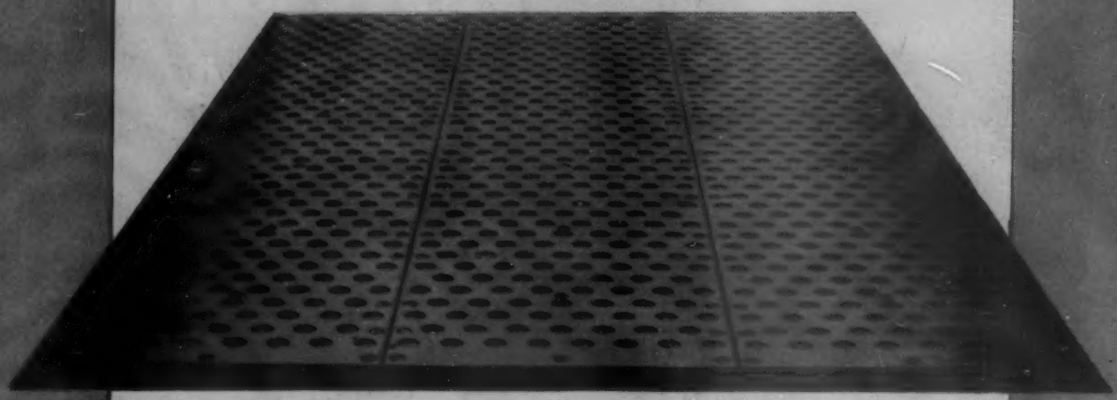
**A. T. Bremser,** chief engineer of Diesel engine equipment, Scintilla Magneto division, Bendix Aviation Corporation, whose death was reported in last week's *Railway Age*, was graduated from engineering college in Germany and has resided in the United States since 1923. From 1927 to 1932

**A. T. Bremser**

he was engaged in development of the first lightweight, high-speed Diesel engine at the Treiber Diesel Engine Corporation, Camden, N. J. In 1932, Mr. Bremser was active in planning and

*(Continued on page 57)*

# THIS FLOOR IS PERMANENT



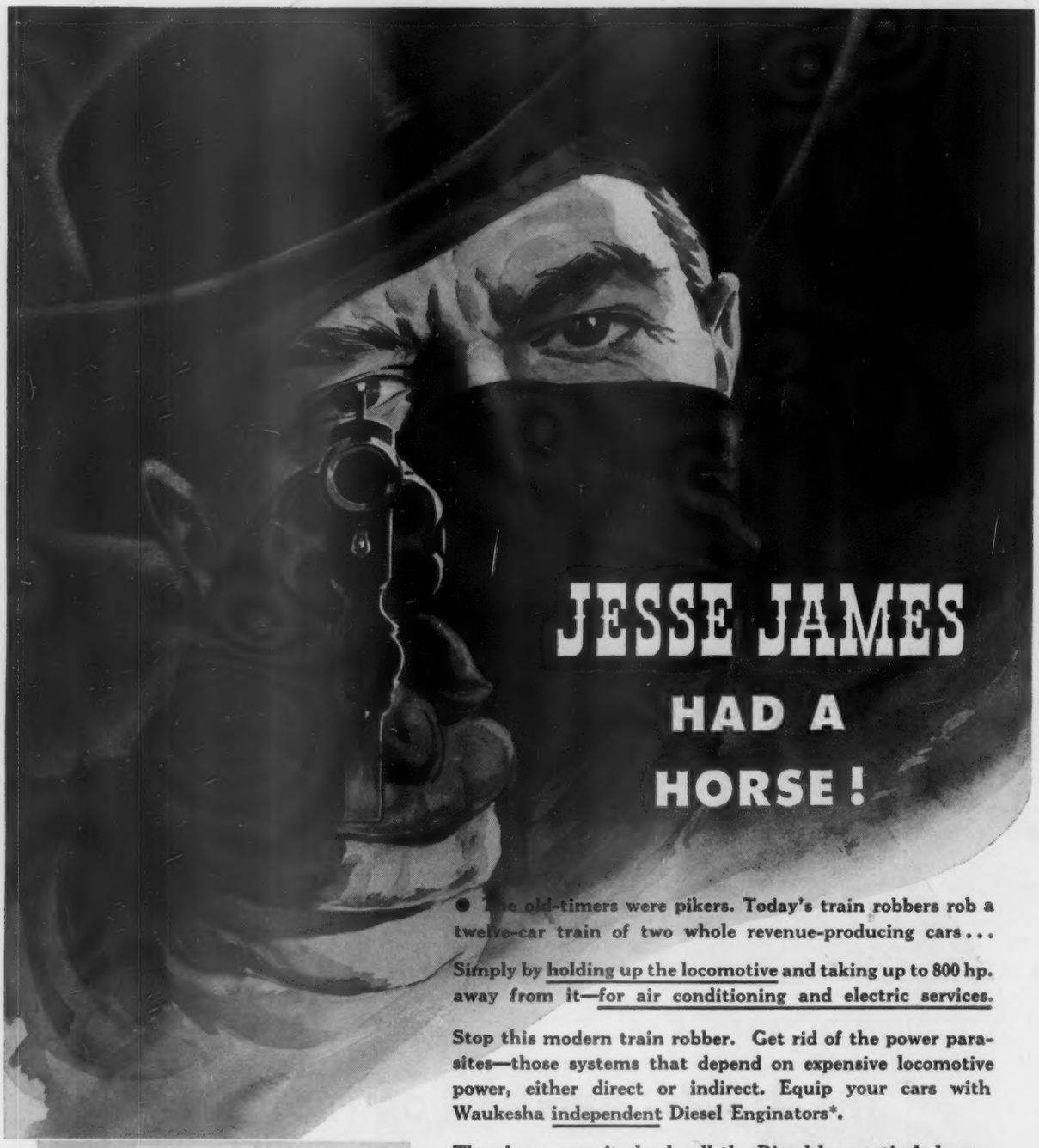
THE *Standard* METAL FLOOR PROTECTOR

*Standard*

**RAILWAY EQUIPMENT MANUFACTURING COMPANY**

310 S. Michigan Avenue, Chicago 4 • 247 Park Avenue, New York 17

THE WORLD'S LARGEST FABRICATOR OF RAILWAY CAR SPECIALTIES




● The old-timers were pikers. Today's train robbers rob a twelve-car train of two whole revenue-producing cars...

Simply by holding up the locomotive and taking up to 800 hp. away from it—for air conditioning and electric services.

Stop this modern train robber. Get rid of the power parasites—those systems that depend on expensive locomotive power, either direct or indirect. Equip your cars with Waukesha independent Diesel Enginators*.

Waukesha Diesel Enginator* on tubular track extension, withdrawn for general inspection

There's no parasite load—all the Diesel locomotive's horsepower is available to pull the train. Waukesha Diesel Enginators* completely take over—supply all the power needed for modern deluxe air conditioning, emergency heating and all other electric services on demand, entirely independent of locomotive, train movement, car location and standby service. And they burn the same Diesel fuel as your locomotives.

Get all the facts. Send for new deluxe Bulletin 1496.

*Reg. U.S. Pat. Off.

**WAUKESHA *Diesel* ENGINATORS***

RAILWAY DIVISION • **WAUKESHA MOTOR COMPANY** • WAUKESHA, WISCONSIN
Largest Builders of mobile, engine-driven Refrigeration and Generator Equipment

*(Continued from page 54)*
design of Diesel locomotive engines as assistant chief engineer of the DeLa-Vergne Engine Company (Baldwin Locomotive Works). In 1935 he worked on the design of the first streamlined Diesel road locomotives ordered by the Gulf, Mobile & Northern (now Gulf, Mobile & Ohio). He joined Scintilla in March, 1937.

**Joseph A. Queeney,** eastern sales representative of the National Seating Company, died on September 29. He was 68 years old.

# EQUIPMENT AND SUPPLIES

### FREIGHT CARS

## 25,611 Freight Cars Ordered In Sept.; 5,131 Delivered

Freight-train cars ordered last month for domestic use numbered 25,611, including 5,703 ordered from railroad shops, compared with August orders for 24,280, which included 9,039 ordered from railroad shops, the American Railway Car Institute has announced. Freight-train cars delivered in September, the institute said, totaled 5,131, including 2,736 delivered by railroad shops, compared with August deliveries of 5,203, which included 2,416 delivered by railroad shops. September deliveries included 3,243 box cars, 1,065 hopper cars, 581 gondola cars, 83 stock cars, 80 refrigerator cars, 62 tank cars and 17 cars of other types.

The backlog of freight-train cars on order on October 1 was 106,611 (the highest since November 1, 1948), including 35,438 on order from railroad shops, compared with a backlog of 86,156 on September 1 and 22,203 on October 1, 1949.

The **Baltimore & Ohio** is inquiring for 500 to 2,000 50-ton hopper cars.

The **Denver & Rio Grande Western** has ordered 500 70-ton triple hopper cars from the Pressed Steel Car Company, 25 70-ton covered hopper cars from the American Car & Foundry Co., and 50 50-ton flat cars from the road's own shops.

The **Minneapolis & St. Louis** has been authorized to purchase 700 50-ton box cars and 100 flat cars.

The **Minneapolis, St. Paul & Sault Ste. Marie** has increased its recent order for 250 50-ton, 40-ft. box cars (see *Railway Age* of September 23, page 56), by 150 cars. The cars will be built at the road's own shops, which are also rebuilding 200 composite gondolas into all-steel cars.

The **Missouri Pacific Lines** have ordered an additional 500 70-ton gondola cars from DeSoto, Mo., company shops at an estimated cost of $2,750,000. The cars will be divided equally between the Gulf Coast Lines and the International-Great Northern.

### IRON & STEEL

The **Chesapeake & Ohio** has ordered 25,424 gross tons of rail from the Carnegie-Illinois Steel Corporation, 20,011 gross tons from the Inland Steel Company and 6,350 gross tons from the Bethlehem Steel Company.

### LOCOMOTIVES

The **Canadian National** has ordered 18 1,000-hp. Diesel-electric locomotive road-switching units from the Canadian Locomotive Company at a cost of about $2,385,000. When delivered next spring three units will go into passenger service between Montreal, Que., and Granby, replacing steam and electric equipment. Electric lines between Marieville and Granby, 25 mi., part of the Montreal & Southern Counties, will be removed and electric service will run out of Montreal only as far as Marieville and from there to Ste. Angele. Passenger schedules to Granby will be reduced 30 min. The remaining 15 units will be used in freight service between Matapedia, Que., and Gaspe. All 18 units will have 5-cylinder, opposed piston engines with a continuous tractive effort of 34,000 lb.

The **New York Central System** has ordered 200 Diesel-electric locomotive units costing $31,000,000. The orders were distributed as follows: Electro-Motive Division of General Motors Corporation—34 1,500-hp. road freight "A" units, four 2,250-hp. road passenger "A" units, 50 1,500-hp. road-switching units, and 20 1,200-hp. yard switching units; American Locomotive-General Electric Companies—two 1,600-hp. road freight "A" units, 10 1,600-hp. road freight "B" units, and 50 1,600-hp. road-switching units; Fairbanks, Morse & Co.—13 1,600-hp. road-switching units; and Lima-Hamilton Corporation—17 1,200-hp. road-switching units. Deliveries are scheduled to begin in the first quarter of 1951.

The **Long Island** has requested Federal Court permission to purchase 12 Diesel-electric locomotive passenger units, including four 2,400-hp. units, six 1,600-hp. units with multiple-unit controls and two 1,600-hp. units not equipped with such controls. Acquisition of these units would permit retirement of 17 steam locomotives and completely Dieselize passenger service in the road's non-electrified territory. The lowest quotation received by the road for this equipment was that of Fairbanks, Morse & Co., amounting to $2,072,888, including freight charges. The new Diesels would be purchased with funds from sale of surplus electrical material, equipment and scrap.

### SIGNALING

The **Chesapeake & Ohio** has ordered from the Union Switch & Signal Co. material to install centralized traffic control on approximately 100 mi. of single track between Drew, Ind., and Cheviot, Ohio. The 17½-ft. control machine will be located at Peru, (Ind.), division headquarters. In addition to code and carrier equipment, the order includes style R-2 and N-2 color-light signals, M-22A dual-control electric switch machines, SL-21A electric switch locks, relays, rectifiers, switch circuit controllers and housings. Field installation will be handled by railroad forces.

# ABANDONMENTS

**Chesapeake & Ohio.**—In response to a request by this road, the village of Elk Rapids, Mich., and others, the I.C.C. has postponed until September 1, 1951, further proceedings in connection with C.&O.'s proposal to abandon approximately 9 mi. of branch line between Williamsburg, Mich., and Elk Rapids. The road plans to continue for another year the "trial period" during which it will gather statistical information as to traffic moving over the branch line. The branch was formerly owned and operated by the Pere Marquette, now a part of the C.&O. system.

Division 4 of the I.C.C. has **authorized:**

CHICAGO & NORTH WESTERN.—To abandon approximately 48 mi. of line between Mondamin, Iowa, and Schleswig. The road had applied for permission to abandon 70 mi., but Division 4 denied authority to abandon 22 mi. from Schleswig to Wall Lake. The commission found the Schleswig-Wall Lake segment accounted for about 87 per cent of the line's total traffic in 1949. As to the 48-mi. segment, Division 4 said the light volume of traffic moving on it does not warrant continued operation.

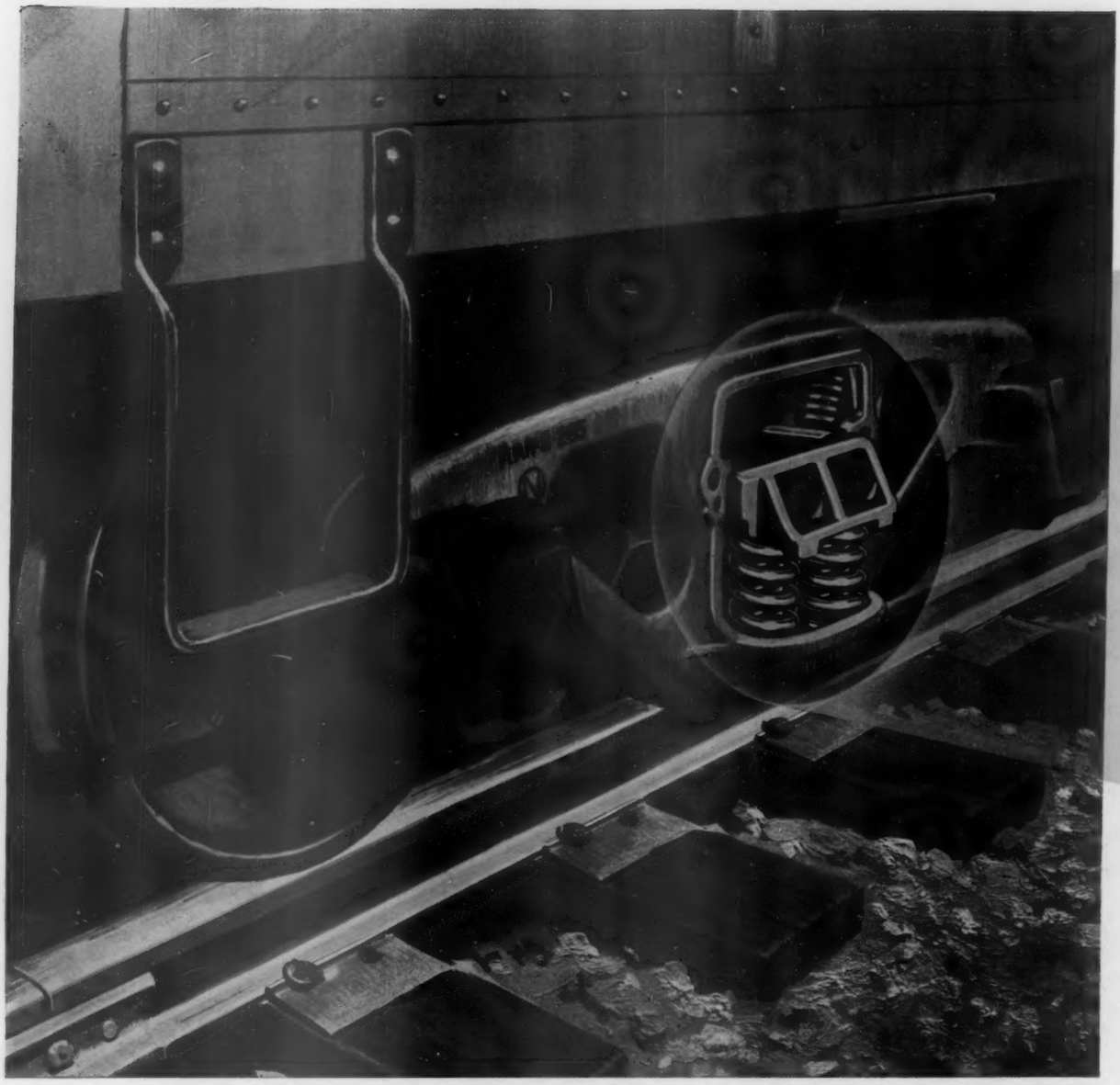
SPOKANE, PORTLAND & SEATTLE.—To abandon 12.9 mi. of branch line between Wilkesboro, Ore., and Glenwood. The line originally served a heavily timbered section near Glenwood, but Division 4 found "there is no traffic left to justify keeping the line in service."

# CONSTRUCTION

**Atlantic Coast Line.**—This road has awarded a contract to the Boyle Construction Company for a Diesel shop at Florence, S. C., to cost an estimated $85,800. A contract also has been awarded to Bailes-Sey Contractors for 0.8 mi. of track at Acme, N. C. The following projects, probable costs of which are indicated, have been authorized: Freight and transfer facili-

*(Continued on page 60)*

# ALWAYS ON THE



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## NATIONAL C-1 TRUCKS

### have the all-important friction control mechanism in full view

The dependable performance of this mechanism produces a smooth, safe ride, resulting in 3-way protection: to lading, to equipment and to roadbed.

Mounted in the C-1 TRUCK side frames, at each side of the bolster, the spring-controlled friction wedges apply a positive, friction-dampening effect.

The superior riding qualities of the NATIONAL C-1 TRUCK have been proved in A. A. R. tests, and further substantiated by millions of miles of service on leading American railroads.

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**CLEVELAND 6, OHIO**

NATIONAL *Products*
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# CASTINGS COMPANY

JOURNAL BOXES AND LIDS

(Continued from page 57)
ties ($504,222), and Diesel locomotive shop ($196,856), both at Florence; extending passing track at Dupont, Ga. ($47,831); relocating main track at Crescent City, Fla. ($50,195), and at Sanford ($46,574); and passing track at LaGrange, Ga. ($26,330).

**Chesapeake & Ohio.**—This road has authorized the following projects at the indicated probable costs:

Rearrange and extend tracks and install centralized traffic control from Cheviot, Ohio, to Drew, Ind. ($2,101,690); install power switches and signal system between Romulus, Mich., and Plymouth ($311,591); extend six stalls in roundhouse at Parsons, Ohio ($184,300); automatic gates and flasher signals at nine street crossings, Maysville, Ky. ($160,600); replace boiler in engine house, construct locker and lunch room, install sanitary facilities, all at McGrew, Mich. ($79,482); repair and strengthen bridge 542, Offutt, Ky. ($78,600); additional track to serve industry, Leach, Ky. ($55,000); alter and add to enginehouse to provide Diesel service facilities ($52,885), and replace present Diesel fuel storage and distribution facilities ($48,743), both at Saginaw, Mich.; addition to wheel shop building, Russell, Ky. ($40,000); rearrange thoroughfare track, Clifton Forge, Va. ($33,725); replace boiler in shop boilerhouse and install 20,000-gal. fuel oil storage tank and unloading pump and replace steel stack at Pier 15 boilerhouse, all at Newport News, Va. ($30,350); toilet, wash and locker building and yardmaster's office, Walbridge, Ohio ($28,000); additional track to serve industry, Richmond, Ind. ($27,800); replace present open-deck trestle with new bridge, Poland, Mich. ($27,000); construct additional 50-ft. deck plate girder span, Milford, Mich. ($26,806); and install 200,000-gal. Diesel fuel oil storage tank, Grand Rapids, Mich. ($26,100).

The following contracts have been awarded at the indicated probable costs:

To the Capital City Iron Works, Richmond, Va., for replacing steel stack at Pier 15 boilerhouse, Newport News ($4,400); to Haley, Chisholm & Morris, Inc., Charlottesville, Va., for grading work involved in rearranging thoroughfare track, Clifton Forge ($10,380); to B. F. Parrott & Co., Roanoke, Va., for addition to wheel shop building, Russell ($15,000); to Johnson Bros., Ltd., for constructing overhead bridge WV-35.7, Viney, Ont. ($31,000); to Penetryn System for concrete restoration work on bridge D-24.2 at Plymouth, Mich. ($22,000); to the Jutton-Kelly Company for rebuilding bridge T-70.8 at Milford, Mich. ($27,000); to the Charleston Company for constructing a new yard office, Oak, Mich. ($22,000). The following contracts have been awarded in connection with project estimated at $1,192,660 covering Diesel locomotive servicing facilities at Stevens, Ky., Cheviot, Ohio, and Peru, Ind., reported as authorized in *Railway Age* of August 12, page 76: To the H. H. Robertson Company, Pittsburgh, Pa., for panels and flooring for Diesel locomotive shop ($24,279); to Albergo Engineering, Chicago, for foundations for sandhouse, relocating sandtower, new sandtower and engine washing platform ($15,300); and to the J. S. Archer Company, Richmond, for sectionfold steel overhead doors and rolling doors, fire doors and partitions ($4 000). All this work is at Peru.

**Minneapolis, St. Paul & Sault Ste. Marie.**—For construction of an additional 40-ft. by 90-ft. section of the ice house at Shoreham shops, Minneapolis, Minn., a contract has been awarded to the Stahr Company of Minneapolis. The project is estimated to cost $28,000.

**New Orleans Union Passenger Terminal.**—Four additional construction projects, representing an expenditure of over $463,000, are being progressed under contracts as work on this publicly-owned passenger terminal continues:

(1) A new Diesel shop building — for running repairs only — is being built by the Keller Construction Company of New Orleans. Of steel-frame and corrugated asbestos siding construction, the building will contain four inspection pits designed to handle two Diesel units each, a Whiting drop table and a 7½-ton Shepard-Niles crane. The inspection pits will be flanked with high-level platforms. The entire building will measure 190 ft. by 240 ft.

(2) Concrete driveways, 70 ft. in width, are being constructed by A. N. Goldberg, Inc., to service the entire length of the express building on three sides. This work will cost approximately $30,700.

(3) A three-track, concrete encased I-beam bridge spanning the South Broad Avenue Drainage Canal on the main line approach tracks of the terminal is being constructed by A. N. Goldberg, Inc., at a cost of $33,384.

(4) The enginemen's washroom and locker building, and engine washing and fueling platform, are being constructed by the Keller company at a cost of about $57,000. The former, a prefabricated Armco Steelox building with insulation added, will measure 20 ft. by 80 ft. The locomotive washing platforms are to be 150 ft. in length, constructed of reinforced concrete on a pile foundation.

A previous report on construction of the terminal appeared in the *Railway Age* of August 12, page 76.

# FINANCIAL

**Chicago, Milwaukee, St. Paul & Pacific.**—*Dividends.*—This company's directors have declared dividends of $1 each on the series A preferred stock for 1947 and 1948 and $1.75 a share for 1949. All will be paid November 20 to stockholders of record November 1. When payment is made dividend arrears on the issue will be eliminated. The road's finance committee has recommended that a dividend of $2 a share be paid on the common stock, which would be the first payment on the common since the road was returned to private ownership on December 1, 1945.

**New York, New Haven & Hartford.**—*Purchase of B.&P. Debentures.*—The I.C.C. has indefinitely postponed the joint hearing scheduled for October 17 in the reopened Boston & Providence reorganization case and the related proceeding in which the New Haven seeks authority to purchase a claim against the estate of the B.&P. based upon $2,170,000 of matured 5 per cent debentures. The commission's latest action was in response to a petition filed October 5 by a B.&P. stockholders committee, and in cancelling the hearing the commission said it would be reassigned at a date to be fixed later. The I.C.C. notice was dated October 11 and made public that day, the same day on which the commission also released an October 2 order wherein it denied the same petitioners' request for a vacation of the order which consolidated the two issues in this case.

**New York, Susquehanna & Western.** — *Reorganization.* — The I.C.C. has authorized the firm of Sutro Bros. & Co., of New York City, to intervene as a party in this case. In asking authority to intervene, the firm said it holds "large numbers" of the road's bonds.

**Pennsylvania-Wabash.**—*Control of D.T.&I.*—Acting in response to a request of the United States District Court for the Northern District of Ohio, to which the case has been appealed, the I.C.C. has again postponed the effective date of its order authorizing these roads to acquire control of the Detroit, Toledo & Ironton. The new effective date of the order is December 23. The New York Central, Baltimore & Ohio, and New York, Chicago & St. Louis oppose the acquisition as approved by the commission (See *Railway Age* of August 19, page 56).

**Railway Express Agency.**—*New Director.*—Fred Carpi, vice-president, traffic, of the Pennsylvania, has been elected to this company's board of directors to fill the unexpired term of Walter S. Franklin, resigned.

**Western Maryland.**—*Recapitalization Plan.*—Directors of this road have approved a recapitalization plan which would eliminate accrued dividends of $136.50 a share on the 7 per cent cumulative first preferred stock and modify the company's charter to permit issuance of new 5 per cent first preferred stock ($100 par), cumulative to 15 per cent; new non-cumulative 4 per cent second preferred stock ($100 par), and new common stock ($25 par). The plan shortly will be filed with the Interstate Commerce Commission for approval.

## New Securities

Division 4 of the I.C.C. has **authorized:**

MISSOURI-KANSAS-TEXAS.—To issue a promissory note of $2,410,000, the proceeds of which will be used to refund the unpaid balances on two previous notes, which were issued April 26, 1946, and March 4, 1947, respectively. The new note will be dated October 1, bear interest at 2¼ per cent, and mature in 10 semiannual installments of $241,000 each, beginning April 1, 1951. The note is to be made payable to the Republic National Bank of Dallas, Tex., and will be secured by $10,000,000 of M-K-T prior lien mortgage 4-per cent series F bonds.

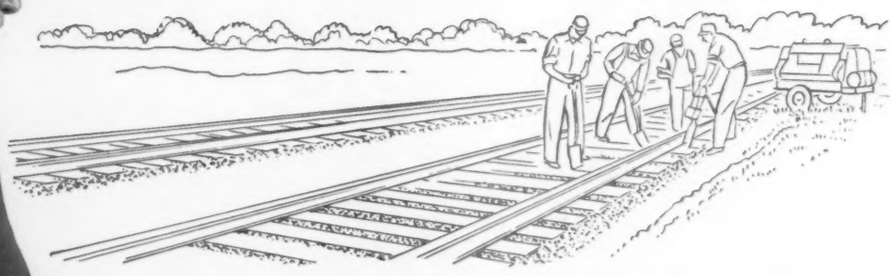
**Application** has been filed with the I.C.C. by:

WESTERN MARYLAND.—To assume liability for $2,040,000 of series O equipment trust certificates, to finance in part 17 Diesel-electric locomotives, as follows:

| | Description and builder | Estimated Unit Cost |
|---|---|---|
| 6 | 1,500-hp. road freight locomotives, "A" units (Electro-Motive Division, General Motors Corporation) | $164,000 |
| 4 | 1,500-hp. road freight locomotives, "A" units (American Locomotive Company) | 164,000 |
| 1 | 1,500-hp. road freight locomotive, "B" unit (Electro-Motive) | 145,000 |
| 4 | 1,500-hp. road switching locomotives (Baldwin Locomotive Works) | 145,000 |
| 2 | 1,000-hp. road switching locomotives (American) | 101,000 |

(Continued on page 65)

# watch them at work!



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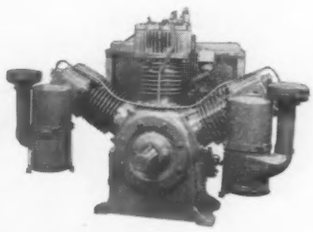
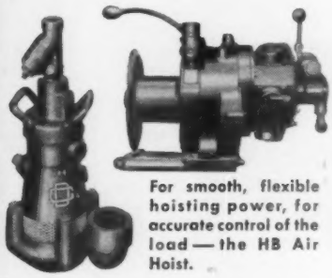
For low-cost air power anywhere along the right-of-way — the WH-105 Portable Compressor.



For yards and shops — as well as air brake and signal service — Gardner-Denver WXE Air-Cooled Compressor.



For smooth, flexible hoisting power, for accurate control of the load — the HB Air Hoist.

For de-watering muddy sumps, pits, tanks, etc. — the dependable VP4 Pneumatic Sump Pump.

For fast concrete demolition, with extra safety for the operator — the B87 Paving Breaker.

For solid tamping — the smooth-handling, easy to maintain T23 Backfill Tamper.

For easy digging in clay or hardpan — the Model 28 Clay Digger and 128 Trench Digger.

For positive protection of all pneumatic equipment — the L012 Automatic Line Oiler.

Let us tell you how Gardner-Denver quality compressors and air tools pay for themselves by saving man-hours and maintenance dollars. Write today for complete information.

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Gardner-Denver Company, Quincy, Illinois.
*In Canada:*
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# ANOTHER ORDER FOR BUDD RDC'S

This time it is four RDC-1's for commuter service between Paterson and Jersey City on the New York, Susquehanna and Western Railroad.

Altogether, so far this year, six different railroads have bought RDC's.

The speed with which railroads have recognized the potentialities of RDC, and have accepted the soundness of its design and construction, is practically without precedent in the field of railway passenger equipment.

In most cases these orders are placed, not on somebody's "say so," but on proved performance in revenue service, before the railroad has bought.

We have an RDC available for precisely that kind of testing if you wish to do it on your railroad. The car is loaned without fee. We also have a trained staff to work with railway passenger, operating and maintenance departments, to assist in determining where RDC can do a better job, and a more economical job, than existing equipment is doing now. A request on your letterhead will bring complete information. Address The Budd Company, Phila. 32.

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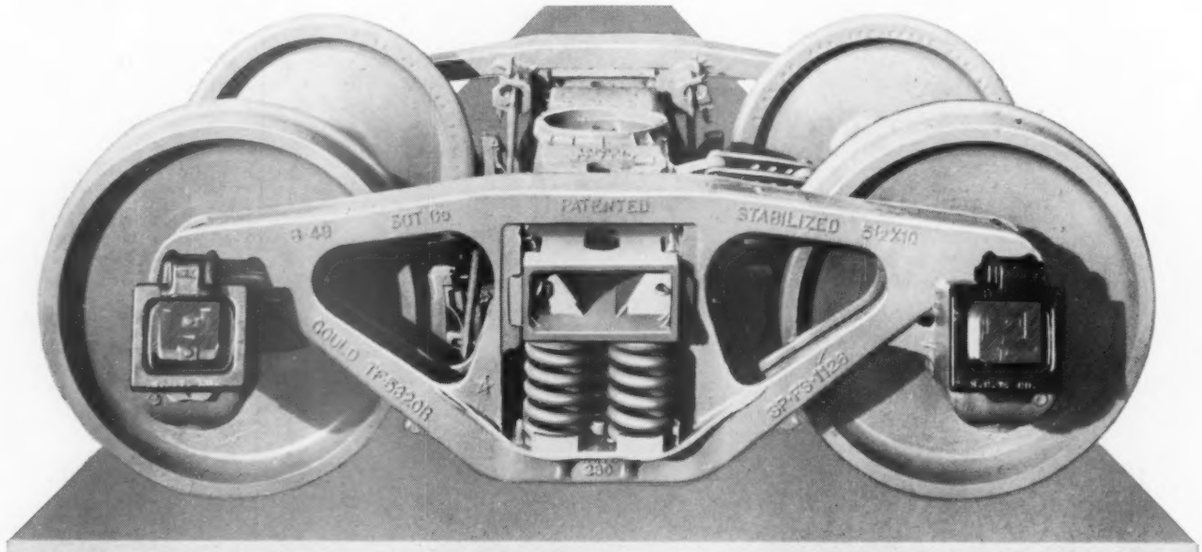
# "Easy AS FALLING OFF A LOG"

**Barber Stabilized Trucks** are "load actuated". Release the load on the truck, pull the pins, and all the working parts are completely free and clear of the Bolster—which makes removal easy without use of bars or other tools.

In other words, *Barber Stabilized Trucks are as easy to dis-assemble or re-assemble as former A. A. R. type trucks.* Fine *lateral* as well as *vertical* control is obtained with Barber Stabilized Trucks having spring deflections up to $3\frac{11}{16}$".



The side springs increase the capacity of the Barber Truck since they carry their share of the load.

***Over 240,000 Car Sets of Barber Stabilized Trucks have been ordered***

5273

**STANDARD** CAR TRUCK COMPANY
332 SOUTH MICHIGAN AVENUE, CHICAGO, ILLINOIS

*(Continued from page 60)*

The certificates, to be dated October 31, would be sold to Lee Higginson Corporation at 99.1513, with interest at 2⅜ per cent. They would mature in 15 annual instalments of $136,000 each, beginning October 31, 1951. The road said it already had requested competitive bids on the issue, with that of Lee Higginson Corporation being the most favorable of those received.

## Security Price Averages

| | Oct. 10 | Last week | Last year |
|---|---|---|---|
| Average price of 20 representative railway stocks | 48.15 | 48.75 | 38.91 |
| Average price of 20 representative railway bonds | 95.60 | 95.06 | 86.88 |

## Dividends Declared

Chicago, Milwaukee, St. Paul & Pacific.—Series A preferred, $1, 1947; $1, 1948; and $1.75, 1949; all three payable November 20 to holders of record November 1.

Montgomery & Erie.—17½c, semiannual, payable October 10 to holders of record October 3.

St. Louis-San Francisco.—50c; extra 50c; both payable December 15 to holders of record December 5.

Western Maryland.—7% 1st preferred, $7, accumulated, payable November 15 to holders of record November 1.

Western Pacific.—common, 75c, quarterly, payable November 15 to holders of record November 1.

# RAILWAY OFFICERS

### EXECUTIVE

As announced in the September 9 *Railway Age*, **George H. Minchin,** vice-president—operations of the ATCHISON, TOPEKA & SANTA FE, with headquarters at Chicago, has been appointed senior vice-president, and is succeeded by **Clarence R. Tucker,** assistant vice-president, operating department. Mr. Minchin was born on July 20, 1882, in Springbrook, Ont., where he attended school, graduated from Teachers' College and taught in grade schools. He started his railroad career in October, 1902, as a yard clerk for the Santa Fe at LaJunta, Colo. After holding various clerical posts, in 1909 he became general

George H. Minchin

transportation inspector at Topeka, Kan., and later served successively at Chillicothe, Ill., as transportation inspector, trainmaster and assistant superintendent. In 1921 he was transferred to Marceline, Mo., as assistant superintendent, being promoted to superintendent on the Illinois division at Chillicothe in 1922. Mr. Minchin served as superintendent on the Illinois-Missouri division at Chillicothe from 1938 to 1939, when he was appointed assistant general manager at Amarillo, Tex. He became acting general manager at that point in 1941, and the following year was advanced to general manager. In the same year he was further advanced to assistant vice-

Clarence R. Tucker

president, a newly-created position, with headquarters at Chicago, becoming vice-president—operations, with the same headquarters, in 1943.

Mr. Tucker was born on August 3, 1897, at Hallsville, Tex., where he was graduated from high school. He later attended Tyler Commercial College, entering the service of the Santa Fe in May, 1916, as a student helper at Longview, Tex. He gained much of his Santa Fe experience in that state and later became an operator there. After serving as dispatcher, in 1936 he was appointed trainmaster and two years later became superintendent at Temple, Tex. He was transferred to Galveston in a similar capacity in 1939, leaving that point in 1941 to become assistant general manager at Amarillo, Tex. He was appointed assistant general manager at Los Angeles, Cal., in 1943, and acting general manager there in 1945. Mr. Tucker was transferred to Chicago in April, 1946, as assistant vice-president, operating department.

**T. H. Cooper,** vice-president and comptroller of the CANADIAN NATIONAL at Montreal, Que., who is relinquishing his duties as comptroller, will continue as vice-president. In addition to having general supervision over the accounting department, he will undertake such special duties as may be assigned to him from time to time by the president.

**Rufus M. Markland,** assistant to the general manager of the CHESAPEAKE & OHIO, has been appointed assistant to vice-president, with headquarters as before at Richmond, Va. Mr. Markland's former position has been abolished.

**Earle F. Bidez,** executive assistant of the CENTRAL OF GEORGIA at Savannah, Ga., has been appointed also executive vice-president of the OCEAN STEAMSHIP COMPANY of Savannah.

**Holly Stover,** who retired as president of the CHICAGO & EASTERN ILLINOIS on June 1, 1947, has been appointed assistant to the president of the CHICAGO, BURLINGTON & QUINCY.

M. L. Countryman, Jr., general counsel of the Northern Pacific, with headquarters at St. Paul, Minn., who was recently appointed also vice-president

### FINANCIAL, LEGAL & ACCOUNTING

**T. J. Gracey,** assistant comptroller of the CANADIAN NATIONAL, has been appointed comptroller, with headquarters as before at Montreal, Que., succeeding **T. H. Cooper,** who will continue as vice-president. Mr. Gracey entered railway service in 1906 with the Temiskaming & Northern Ontario (now Ontario Northland), and in 1915 was appointed auditor. He joined

T. J. Gracey

the C.N. in February, 1920, as assistant auditor of disbursements at Toronto, Ont., and subsequently became assistant regional comptroller at Win-

nipeg, regional auditor there and auditor of the Grand Trunk Western (C.N.) at Detroit, Mich. In June, 1945, Mr. Gracey was appointed assistant comptroller at Montreal, with system jurisdiction.

**Dan M. Welch** has been appointed assistant general attorney for the state of Oklahoma for the MISSOURI-KANSAS-TEXAS. Mr. Welch was formerly engaged in private practice at Madill, Okla.

**William J. Butler,** general counsel of the PULLMAN COMPANY at Chicago, has been appointed general counsel of Pullman, Inc.

**J. D. Bond,** recently appointed assistant to the president of the MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE at Minneapolis, Minn., to succeed **J. C. Peterson,** who has resigned, as reported by *Railway Age* on August 26, has been appointed also to succeed Mr. Peterson as secretary.

## OPERATING

**Edward B. Hunter,** superintendent of the NEW YORK, CHICAGO & ST. LOUIS' Clover Leaf district, at Frankfort, Ind., has been transferred in that capacity to the Lake Erie & Western district, with headquarters at Muncie, Ind. He succeeds **Z. T. Komarek,** recently appointed director of personnel at Cleveland, Ohio, as *Railway Age* reported on September 30. Promoted to succeed Mr. Hunter is **Charles E. Yarnell,** trainmaster of the Cleveland division, at Conneaut, Ohio. **Paul G. Campbell,** assistant trainmaster on the Sandusky division at Lima, Ohio, becomes Mr. Yarnell's successor.

## TRAFFIC

**J. E. Marshall,** who has been promoted to general freight agent of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC at Seattle, Wash., as *Railway Age* reported on September 23, entered Milwaukee service in 1919 at Winnipeg, Man. In 1926 he was appointed city freight and passenger agent at Winnipeg, and from 1927 to 1939 served as city freight agent, first at St. Paul, Minn., and later at Minneapolis. Subsequently Mr. Marshall was made traveling freight and passenger agent at St. Louis, Mo., and in November, 1945, became general agent at that point. He was transferred to Seattle in the same capacity in May, 1948, the position he held before his latest promotion.

**R. P. Laird,** former general freight agent—rates, Chesapeake district, of the CHESAPEAKE & OHIO, at Richmond, Va., has been transferred as general freight agent—rates and divisions to the Pere Marquette district, at Detroit, Mich.

**D. L. Behler,** general agent of the ILLINOIS TERMINAL at Detroit, Mich., has been appointed assistant general freight agent at Chicago. **S. H. Lloyd,** general agent at Chicago, has been transferred in that capacity to New York, succeeding **George Fiester,** who is entering military service. **H. J. Smith,** commercial agent at Chicago, succeeds Mr. Lloyd.

A new location for the traffic department office of the MISSOURI-KANSAS-TEXAS at Portland, Ore., has been announced by **D. R. Miller,** the Katy's general agent at that point. The new office is in Room 609, Board of Trade building, 310 S.W. Fourth avenue, P. O. Zone 4.

**E. T. Parks,** assistant general freight traffic manager of the CHICAGO, BURLINGTON & QUINCY, at Chicago, has retired because of ill health, after 34 years of service. Mr. Parks was born on January 5, 1895, in Cuba, Ill., where he attended grammar and high school. He received his LL.B. degree in 1923 from Kent College of Law, Chicago. After starting with the Burlington in May, 1916, as a clerk in the office of the auditor of freight accounts at Chicago, he served in the Navy from April, 1918, to July, 1919. On his return to the Burlington he reentered the office of the auditor of freight accounts, and subsequently was transferred to the traffic department, where he served as tariff and division clerk until 1935. Later he was made chief clerk in the divisions bureau, and in 1936 became assistant general freight agent, divisions bureau, being appointed assistant general freight agent (rates) at Omaha, Neb., in 1939. Mr. Parks returned to Chicago in May, 1943, as general freight agent (rates and tariffs), and in December, 1945, was promoted to assistant general freight traffic manager.

As *Railway Age* reported on September 30, **James Allan Fyfe** has been promoted to general freight agent of the MISSOURI PACIFIC LINES, with headquarters at St. Louis, Mo. Mr. Fyfe was born in that city on October 17, 1902, and entered the service of the M. P. in April, 1919, subsequently holding the positions of messenger, rate quotation clerk and tariff clerk. In January, 1942, he was made office supervisor in the freight traffic department, and in July, 1944, was appointed assistant general freight agent. Mr. Fyfe became assistant coal traffic manager in April, 1945, which position he held at the time of his promotion.

**Paul J. Cramer,** general traffic agent of the ILLINOIS CENTRAL at Detroit, Mich., has been appointed assistant freight traffic manager at that point. Mr. Cramer, who is a native of Findlay, Ohio, joined the I. C. in 1920 as a stenographer-clerk in the traffic office at Toledo, Ohio. Later he served as city freight and passenger agent at Toledo, and in 1923 became traveling freight agent at Grand Rapids, Mich. He was appointed district freight and passenger agent at Sioux City, Iowa, in 1932, and was advanced to general agent at Salt Lake City, Utah, in 1937. In 1939 Mr. Cramer was transferred to Detroit as commercial agent, subsequently becoming general agent at that point. He has been serving as general traffic agent there since April, 1946.

New quarters for the Minneapolis, (Minn.) traffic offices of the CHICAGO & EASTERN ILLINOIS were occupied on October 1. They are located in Room 960, Rand tower, Sixth and Marquette avenues. **C. T. Finley,** general agent, continues to head the Minneapolis traffic office.

**Ray W. Sager,** general agent of the CHICAGO, ROCK ISLAND & PACIFIC at Houston, Tex., has been appointed assistant general freight agent at that point.

**E. L. Walker, R. J. McMillan** and **W. F. Henry** have been promoted to general freight agents of the AKRON, CANTON & YOUNGSTOWN at Akron, Ohio. The title of assistant general freight agent—rates and divisions has been abolished. **A. J. Wissel** has been promoted to district traffic manager at Dayton, Ky. **C. C. Proctor** has been promoted to district traffic manager at Overland Park, Kan., having jurisdiction in the states of Kansas and Missouri, except for the metropolitan St. Louis area. **J. A. Krimmer** and **Calnon P. Fenton** have been promoted to general agents at Akron and Chicago, respectively.

## MECHANICAL

**J. R. VanNortwick,** assistant master mechanic of the Galesburg-Ottumwa-Creston divisions of the CHICAGO, BURLINGTON & QUINCY, at Galesburg, Ill., has been appointed acting terminal master mechanic at Chicago. **B. S. Carter,** general foreman locomotive repairs at Galesburg, has succeeded Mr. VanNortwick.

**Oscar Leonard Hope,** who has been promoted to mechanical superintendent, Southern district, of the MISSOURI PACIFIC LINES, with headquarters at St. Louis, Mo., as *Railway Age* announced on September 30, was born on September 4, 1902, in Pine Bluff, Ark. Mr. Hope graduated from high school in his home town in 1917, and in 1918 was employed as a machinist apprentice on the St. Louis Southwestern at Pine Bluff. He served as machinist for the St. Louis-San Francisco at Sherman, Tex., from May, 1923, to July, 1923, and for the Union Pacific at Salina, Kan., from July, 1923, to September, 1923. Subsequently he joined the M. P. as machinist, which position he held successively at Hoisington, Kan., St. Louis and Little Rock, Ark. From 1928 to 1934 Mr. Hope served in various capacities with the M. P. at Little Rock, later holding

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**EXTRA LONG LIFE.** EDISON batteries outlast all others in railroad service. When they finally complete their service life in heavy-duty air conditioning, regroup the cells and get a *second life* in lighter-duty service.

**DEPENDABILITY.** The name EDISON has been synonymous with dependability for over half a century. EDISON cells provide the closest approach to failure-free standby power known. They won't quit unexpectedly and are easily maintained.

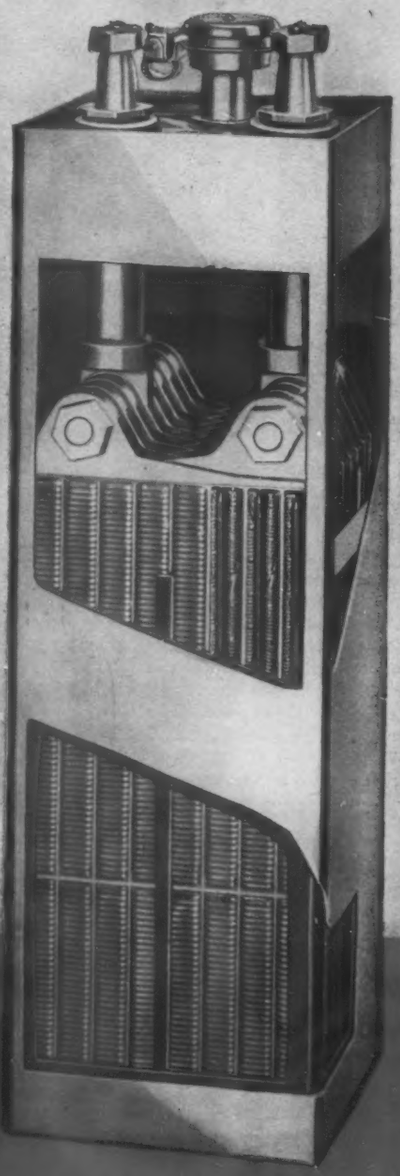
**INCREASED DEMANDS.** Today's passenger car electrical systems carry unprecedented loads and so require bigger batteries. EDISON, the *original lightweight battery*, has higher capacity per pound . . . keeps total weight down.

**STEEL CONSTRUCTION.** All EDISON cell containers, pole pieces, grids—even the tubes and pockets containing active materials—are made of rugged steel. The alkaline electrolyte is a recognized preservative of steel.

**OVERALL ECONOMY.** Select EDISON batteries for long-range economy because they stay on the job, out of the repair shop. They are not subject to injury by freezing, accidental short-circuiting or reverse charging.

**NICKEL-IRON-ALKALINE PRINCIPLE.** This original EDISON principle is chemically foolproof, electrically trouble-free. For these reasons it is the basis for long life, dependability and overall economy in EDISON batteries.

Cutaway view of A8H Edison cell at right illustrates its all-steel construction, including the tubular positive plates.



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*Nickel • Iron • Alkaline*
**STORAGE BATTERIES**

EDISON STORAGE BATTERY DIVISION OF THOMAS A. EDISON, INCORPORATED, WEST ORANGE, N. J.

the positions of assistant foreman, foreman, night general foreman and general foreman. He was advanced in August, 1946, to master mechanic of the central Kansas-Colorado divisions at Osawatomie, Kan., from which post he was recently promoted.

**George M. Harding,** mechanical engineer of the CANADIAN NATIONAL, has been appointed chief mechanical engineer of the system, with headquarters as before at Montreal, Que. Born at Stratford, Ont., and a graduate of the University of Manitoba, Mr. Harding's whole career with the C.N., since he joined the road in 1924, has been spent in the motive power department. He began as a blueprint boy in the Transcona, Man., motive power shops, and became a machinist apprentice in 1926. As a machinist he

George M. Harding

went to Kamsack, Sask., where he served for two years and in 1938 he became material inspector at Winnipeg, Man. Mr. Harding became apprentice class instructor at Transcona in 1945; mechanical inspector and engine inspector one year later and mechanical engineer at Montreal in 1948. His service with the C.N. was interrupted in 1943 when he served with the Royal Canadian Naval Volunteer Reserves.

## SPECIAL

**G. Herbert Lash,** assistant director of the public relations department of the CANADIAN NATIONAL, has been appointed director of public relations, with headquarters as before at Montreal, Que., succeeding **Walter S. Thompson,** who will retire on October 22. (See *Railway Age* of August 5, page 60.) **Claude Melancon** and **Royd E. Beamish** have been named assistant directors of public relations.

Mr. Lash was born in St. John's, Nfld., in 1894 and attended St. Andrews College, Toronto, Ont. He began his journalistic career with the Mail & Empire at Toronto in 1912. After infantry service overseas during World War I, he resumed newspaper work with the Mail & Empire in 1919; when that publication acquired the Sunday World, he was appointed managing editor. Mr. Lash joined the C. N. as publicity representative at Montreal in June, 1923, transferring to Winni-

G. Herbert Lash

peg, Man., in May, 1926. He remained in western Canada until June, 1930, when he became press representative at New York. In November, 1939, he returned to Montreal as assistant to director of public relations. From January, 1940, to September, 1942, Mr. Lash was director of information for the Dominion of Canada and on the latter date returned to the C.N. as assistant director of its public relations department.

**Charles N. Demian,** public relations assistant of the ERIE, has been promoted to manager of press relations, with headquarters as before at Cleveland, Ohio.

Mr. Demian was born in Cleveland, Ohio, and attended Lincoln high school, Kent State and Western Reserve Universities. Before joining the Erie's staff in 1948 he worked as associate editor of Flow Magazine and Editor of Electrical Production, both in Cleveland; civilian chief of public

Charles N. Demian

relations for Cleveland Ordnance district; state editor, McKeesport, Pa., Daily News; state editor, Youngstown, Ohio, Telegram; editor of Struthers, Ohio, Journal, New Philadelphia, Ohio, Broadcaster and Bedford, Ohio, News-Register; reporter, Cleveland News and sports correspondent, Cleveland Plain Dealer.

**H. W. Myers** has been appointed supervisor of employment of the SOUTHERN PACIFIC, with headquarters at San Francisco, Cal.

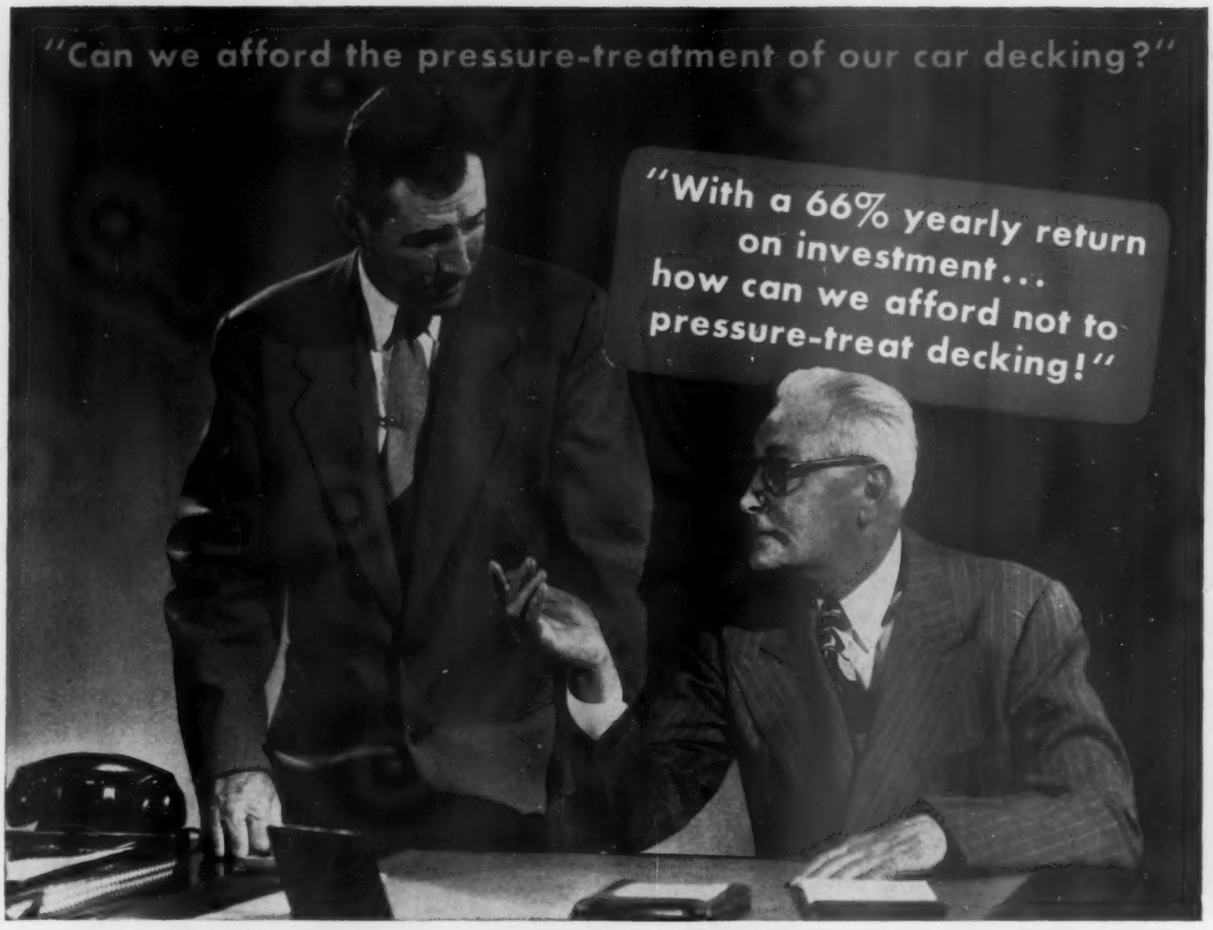
## OBITUARY

**C. R. Rush,** late mechanical superintendent, Southern district, of the MISSOURI PACIFIC, with headquarters at St. Louis, Mo., whose death was reported by *Railway Age* on September 30, was born on September 17, 1901, at Cameron, Tex. Mr. Rush entered railroad service with the M. P. in February, 1923, at Gurdon, Ark., as a machinist helper. Subsequently he served as machinist apprentice at that point, and from November, 1925, to March, 1930, he held the position of machinist successively at McGehee, Ark., Gurdon, Poplar Bluff, Mo., Gurdon and Wichita, Kan. He later served in various capacities at Wichita, Coffeyville, Kan., Crane, Mo., Butler, Springfield, Joplin, Cotter, Ark., Sedalia, Mo., and St. Louis. In January, 1942, he was appointed general foreman at St. Louis, and in August, 1944, was transferred to the Gulf Coast Lines as assistant master mechanic at DeQuincy, La. Mr. Rush became master mechanic at Kingsville, Tex., in January, 1945, and in April of the same year was promoted to mechanical superintendent, Southern district, at St. Louis.

**G. W. Alexander,** purchasing agent of the CENTRAL OF GEORGIA at Savannah, Ga., died on October 5. Mr. Alexander was born at Senoia, Ga., on February 27, 1886, and entered the service of the C. of G. in 1903 as a clerk in the ticket agent's office, subsequently serving as division storekeeper at Cedartown, Ga., Savannah and Macon. From 1917 to 1918 Mr. Alexander was assistant to regional purchasing commissioner, United States Railroad Administration. From the latter year to 1948 he served as general storekeeper of the C. of G. at Macon, becoming purchasing agent at Savannah in 1948.

**Albert James Stone,** who was vice-president in charge of operation of the ERIE from 1914 to 1918 and federal manager from 1918 to 1920, died on October 6 at his home in Wilton, Conn., at the age of 77.

**Horace C. Grout,** who retired last December as president of the MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE, died at the Royal Victoria hospital in Montreal, Que., on October 9. He was in his 70th year. A biography and photograph of Mr. Grout were published in the *Railway Age* of December 24, 1949, page 41.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"With a 66% yearly return on investment... how can we afford not to pressure-treat decking!"

**Here are the figures based on reports of railroads which have used Koppers Pressure-Treated Car Decking over a period of years.**

| UNTREATED CAR DECKING | STOCK CARS | TREATED CAR DECKING |
|---|---|---|
| $176.25 | Lumber & Installation | $176.25 |
| | Cost of Pressure-Treatment | 35.25* |
| $176.25 | Cost in place | $211.50 |
| 5 yrs. | Expected Service Life | 18 yrs. |
| $ 35.25 | Annual Cost per Car | $ 11.75 |

| | |
|---|---|
| *Annual Cost per Car (Untreated)* | *$35.25* |
| *Annual Cost per Car (Treated)* | *11.75* |
| *Annual Saving per Car* | *$23.50** |

***66.6% Return on Investment**

● Can you afford to pass up an annual saving of $23.50 on wood decking alone for each stock, flat and open top car you own? Why not find out how much your railroad can save by using pressure-treated decking for these cars?

For a free analysis and report based on your rolling stock and the lumber purchasing procedures of your railroad, write, wire or phone Mr. R. H. Bescher, Manager, Technical Department, Orrville, Ohio.

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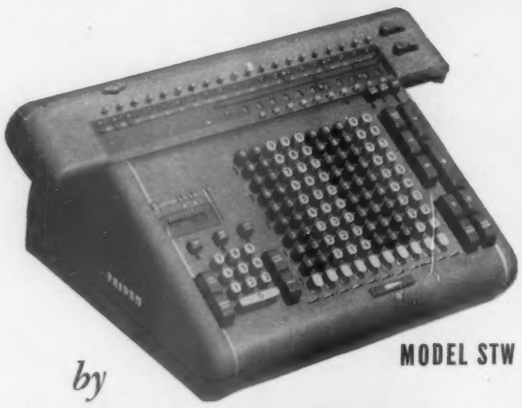
*A fully automatic*

**RAILROAD CALCULATOR**



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## General News

### P.R.R. Central Region Conducts Courtesy Contests

To accent courtesy among the 34,000 employees of its Central region, the Pennsylvania is conducting a series of three monthly courtesy contests.

Starting in July employees were asked to write letters of not more than 300 words on the subject, "Here's How I Made a Friend for the Pennsylvania Railroad." With the hope of emphasizing quality rather than quantity in entries, no cash awards were offered. Publicity for the contest appealed to employees' willingness and responsibility to provide basic examples of courtesy in action which would aid their fellows and future employees in learning and applying principles of friendliness and service to the public both on and off the job.

First and second place winners each month are guests on "The Pennsylvania Special," the daily radio breakfast show sponsored by the railroad on Pittsburgh, Pa., station KOV. Their letters, together with five honorable mention winners, are printed in a special bulletin to all employees.

Winners of the first two contests were William H. Gilbert, station baggageman at Pittsburgh, and Miss Marian Trump, second trick operator at Mayville, N. Y.

### Accident at Monica

*(Continued from page 53)*

a crossover track which connects the eastward and westward main tracks and a siding which parallels the eastward track on the south. The eastward track, on which No. 22 was running when it derailed, was found by the commission's investigators to have been "well maintained"; nor was there any indication of any obstruction having been on that track.

No. 22 was running at its maximum speed limit of 90 m.p.h. at the time of the derailment. It consisted of 4 Diesel-electric locomotive units, coupled in multiple-unit control, and 16 lightweight, stainless-steel cars in this order: 1 mail-baggage car, 1 mail car, 1 baggage car, 1 baggage-dormitory car, 3 chair cars, 1 diner, 2 chair cars, 1 lounge car, 2 chair cars, 1 diner, 1 chair car, and 1 chair-observation car. The dragging brake-frame assembly was on the rear truck of the first car (the mail-baggage car), and the chair car which fouled No. 10's track was the tenth car of No. 22.

The latter had passed No. 10 just west of Monica, and it had proceeded 450 ft. east of the station at that point when the rear wheels of the rear truck of its first car were derailed. A general derailment of the second to fifteenth cars and the front truck of the sixteenth occurred 181 ft. further eastward—after the train had passed over the frog of the siding turnout. It was

"immediately after" the general derailment, and "before any protection could be provided on the adjacent track," as the commission's report put it, that No. 10 struck the car that was thrown across its track.

As to No. 22's other derailed cars, they stopped in various positions along the track. Separations occurred between all adjacent units from the third to the twelfth cars. The first car remained coupled to the locomotive which stopped 2,645 ft. east of the point of derailment. The accident had brought on an emergency application of the brakes before the engineer could take action to stop the train. The tenth car was upright when it stopped across the westward main track. The fourth to the tenth cars were "badly damaged," and the other cars of this train were "somewhat damaged."

No. 10 consisted of two Diesel-electric locomotive units, coupled in multiple-unit control, and 13 cars—10 of "lightweight-steel" construction, 2 of "all-steel" construction, and 1 (a baggage car in second position) of steel underframe construction. This train had been diverted to the westward main track at Williamsfield, Ill., 10 mi. west of Monica, and it was moving at an estimated speed of 55 m.p.h. when it struck No. 22's tenth car. Its speed had been reduced from 70 m.p.h. by an emergency brake application initiated by the engineer when he observed that his view of No. 22 had become obstructed by dust. The weather was clear at the time of the accident which occurred at 4:40 a.m.

The collision derailed No. 10's 2 locomotive units and its first three cars, which were, in turn, an all-steel baggage car, the steel-underframe baggage car, and a lightweight-steel chair car. Separations occurred between the Diesel-electric units, between the second Diesel unit and the first car, and between the third and fourth cars. The Diesel units stopped 214 ft. east of the point of collision, and the first car stopped with its south side parallel to and against the north side of No. 22's tenth car. No. 10's derailed equipment was "somewhat damaged."

No. 22's baggage-mail car was built in 1945. It is 73 ft. 8 in. long and its light weight is 100,765 lb. It is provided with two 4-wheel trucks, the cross-members of which include two transoms. Each pair of wheels is provided with a brake-frame assembly like that involved in the accident. That one was applied to the rear truck on August 6, 1949.

"The brake-frame assembly," the commission's report explained, "is supported at each end by C-shape arms, which bear on the tops and bottoms of the journal boxes adjacent to and inside the pedestal jaws. It is supported at the center by a hanger box. The hanger box overlaps the truck transom and is attached to it by two vertical and two horizontal cap bolts 7/8 in. in diameter. . ."

The commission's investigation disclosed that the first indication of


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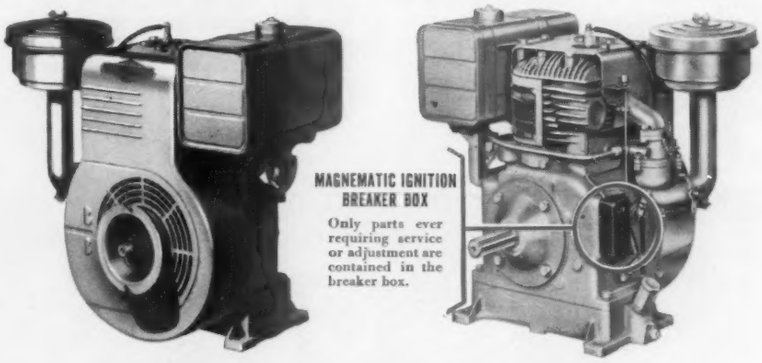


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**Magnematic Ignition delivers a dependable spark at lower speeds and better engine performance at all speeds.**

**LONG SPARK PLUG LIFE** — magneto output tailored to engine requirements — sparks only on firing stroke — voltage decreases as speed increases, substantially lengthening spark plug life.

**AUTOMATIC SPARK ADVANCE** — spark is retarded at starting speed and automatically advanced as engine speed increases.

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**SEALED, WATERPROOF COIL** — one piece, plastic insulated coil, fully sealed and waterproofed with molded-in high tension lead.

**SIMPLE AND DEPENDABLE** — no extra gears, bearings or lubrication system.

**EASY TO SERVICE** — only parts ever requiring service or adjustment accessible by removing breaker-box cover conveniently mounted outside crankcase.

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dragging equipment was a damaged bond wire on the north rail of the eastward track, 4,145 ft. west of the point of derailment. From there eastward to the point where derailment marks began to appear, the track structure "showed indications of dragging equipment at various locations," the report continued. It added that examination of the involved truck disclosed that the hanger box of its rear brake-frame assembly had become detached from the transom; and that the brake-frame assembly "had been forced downward and had been in contact with the track structure."

"Chafing marks on the transom," the report went on, "indicated that the hanger-box connection was loose before the accident occurred. However, the left horizontal hanger-box cap bolt was missing and the threads in the transom indicated that the bolt had been pulled out. The right horizontal hanger-box cap bolt was broken. The missing part of this bolt was found 2,580 ft. west of the point of accident. The left vertical hanger-box cap bolt was broken, and there was a progressive fracture covering 70 per cent of the cross-sectional area of the bolt. Failure of the right vertical hanger-box cap bolt was caused by a twisting action.

"That part of the hanger box normally bearing on top of the transom was broken and was not recovered. . . . Broken pieces of the brake shoes and brake discs which were recovered did not show any indication of overheating or excessive wear, and all breaks were new. The condition of the brake-frame assembly was such that the damage before the accident occurred could not be determined. As a result, the cause of the failure of the cap bolts could not be determined."

BALLAST IS SCREENED BY CONTRACT — ELIMINATING INVESTMENT BY RAILROADS IN THIS ONE-OPERATION EQUIPMENT . . .

Stone ballast cleaned by the Speno method is thoroughly cleaned because it is screened twice. In order to obtain a thorough cleaning, two passes are necessary to restore the ballast to as clean a condition as when it was originally placed in the track. The two passes are accomplished in less time than a single pass by other mechanical methods.

Preferably, the ballast is cleaned ahead of a general track raise, and under the Speno method, no cribbing is necessary. Because of the drainage that the Speno method attains, the cleaning lasts from one general raise until it is time for another general raise, normally over a period of from three to six years, depending on conditions.

Speno equipment, working under traffic without interference with railroad operation, (the track adjacent to the one being worked is not fouled by our equipment in working position) easily keeps ahead of track raising programs.

The high production and low cost of this service are worthy of consideration.

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306 North Cayuga Street Ithaca, New York


## Meetings & Conventions

*The following list gives names of secretaries, dates of next or regular meetings and places of meetings.*

AIR BRAKE ASSOCIATION.—Lawrence Wilcox, Room 827, 80 E. Jackson Blvd., Chicago 4, Ill.

ALLIED RAILWAY SUPPLY ASSOCIATION.—C. F. Weil, American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill.

AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.—E. P. Soebbing, 1450 Railway Exchange Bldg., St. Louis 1, Mo. Annual meeting, June 5-7, 1951, Atlantic City, N. J.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, C.R.R. of N. J., 143 Liberty St., New York 6, N. Y. Annual meeting, October 23-24, 1950, Hotel Stevens, Chicago, Ill.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill.

AMERICAN ASSOCIATION OF TRAVELING PASSENGER AGENTS.—C. A. Melin, P. O. Box 5025, Cleveland 1, Ohio.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill.

AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York 6, N. Y.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—E. L. Beardsley, Denver & Rio Grande Western, Denver 2, Colo. Annual meeting, April 18-20, 1951, Chase Hotel, St. Louis, Mo.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 13-15, 1951, Palmer House, Chicago, Ill.

AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—W. B. Grumley, Nickel Plate Road Magazine, 432 Terminal Tower, Cleveland 1, O. Annual meeting, November 2-4, 1950, Copley-Plaza Hotel, Boston, Mass.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—C. E. Huntley, 2000 Massachusetts Ave., N. W., Washington 6, D. C.

AMERICAN SOCIETY FOR TESTING MATERIALS.—R. J. Painter, Asst. Secretary, 1916 Race St., Philadelphia 3, Pa. Spring meeting and Committee Week, March 5-9, 1951, Netherland Plaza Hotel, Cincinnati, O. Annual meeting, June 18-22, 1951, Chalfonte-Haddon Hall, Atlantic City, N. J.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York 18, N. Y.

Railroad Division—E. L. Woodward, *Railway Mechanical and Electrical Engineer*, 79 W. Monroe St., Chicago 3, Ill.

AMERICAN WOOD-PRESERVERS' ASSOCIATION.—H. L. Dawson, 839 Seventeenth St., N. W., Washington 6, D. C. Annual meeting, April 24-26, 1951, Hotel Stevens, Chicago, Ill.

ASSOCIATED TRAFFIC CLUBS OF AMERICA, INC.—R. A. Ellison, Cincinnati Chamber of Commerce, Federal Reserve Bank Bldg., Cincinnati 2, O. Annual meeting, October 16-18, 1950, Hotel Commodore, New York, N. Y.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.—W. F. Ziervogel, 605 S. Ranken Ave., St. Louis 3, Mo.

ASSOCIATION OF AMERICAN RAILROADS.—George M. Campbell, Transportation Bldg., Washington 6, D. C.

Operations and Maintenance Department.—J. H. Aydelott, Vice-President, Transportation Bldg., Washington 6, D. C.

Operating-Transportation Division.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.

Operating Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Transportation Section.—H. A. Eaton, 59 E. Van Buren St., Chicago 5, Ill.

Communications Section.—A. H. Grothmann, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, October 17-19, 1950, French Lick Springs Hotel, French Lick, Ind.

Fire Protection and Insurance Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, October 17-19, 1950, Sheraton Hotel, Chicago, Ill.

*(Continued on page 80)*

# MAXIMUM

**WESTINGHOUSE** Friction Draft Gear • Certified A.A.R.

**CARDWELL** Friction Bolster Spring for A.A.R. and Long-Travel Springs

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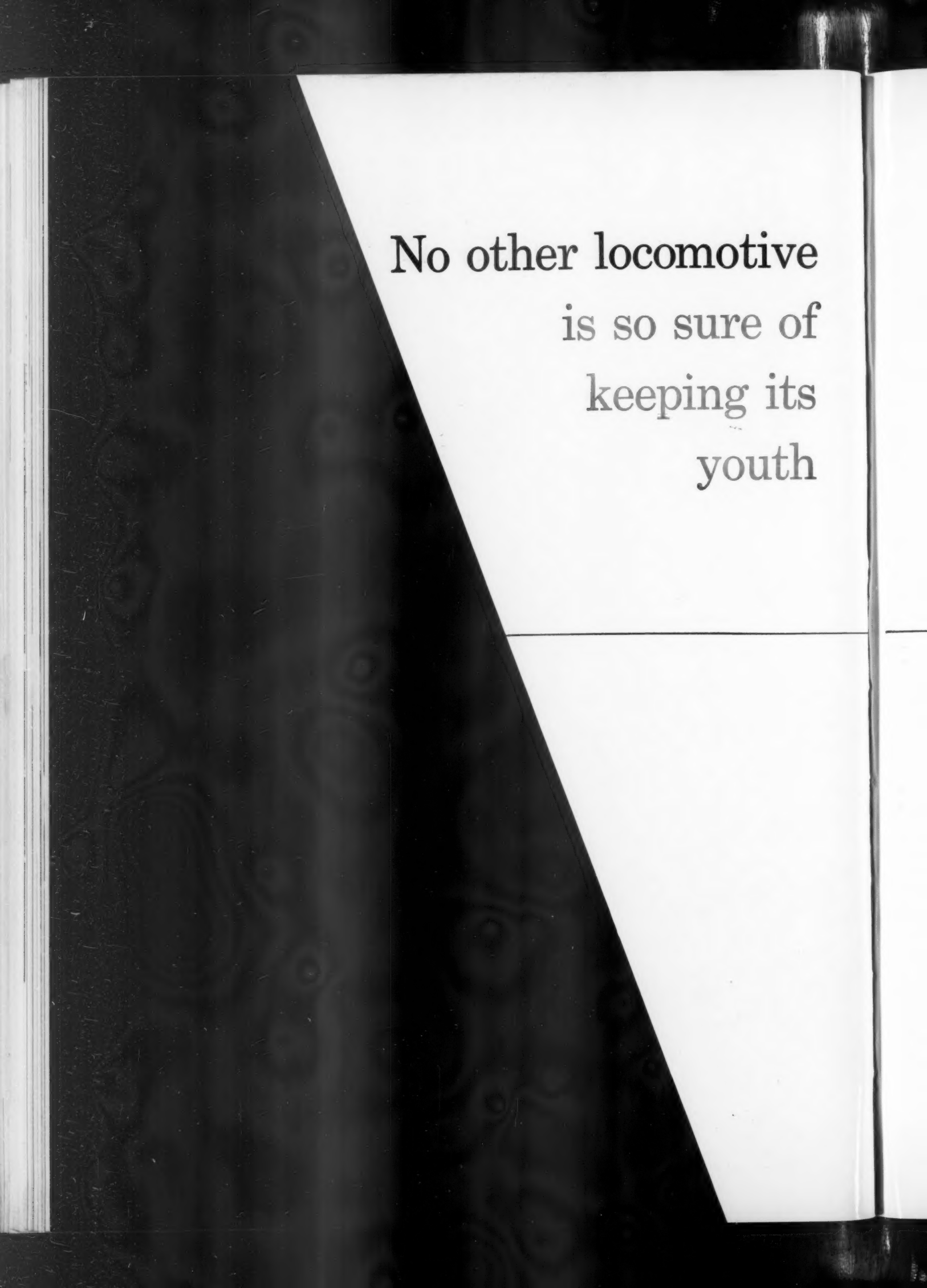
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When a General Motors Diesel part is improved, it is engineered to fit old equipment as well as new. Thus even veteran General Motors locomotives are benefited by latest developments—another reason why so many railroads are increasing their fleets of General Motors Diesel locomotives.

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ELECTRO-MOTIVE DIVISION

General Motors, La Grange, Illinois

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*Over the long run...*

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The reason? Extra strength . . . extra toughness . . . more uniform response to heat treatment . . . harder working surfaces . . . greater resistance to fatigue, impact and extreme temperatures. *All* are qualities which enable alloy steels to withstand the strains and wear encountered in high-speed freight and passenger service, with less danger of costly breakdowns.

Republic offers you a 3-Dimensional Metallurgical Service. Veteran field metallurgists —working closely with laboratory and mill metallurgical staffs—are ready to give you prompt, helpful assistance in properly applying these cost-cutting steels to your own specific requirements.

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# OPERATING REVENUES AND OPERATING EXPENSES OF CLASS I STEAM RAILWAYS

Compiled from 127 monthly reports of revenues and expenses representing 131 Class I steam railways

*(Switching and Terminal Companies Not Included)*

## FOR THE MONTH OF JULY 1950 AND 1949

| Item | United States | | Eastern District | | Southern District | | Western District | |
|---|---|---|---|---|---|---|---|---|
| | 1950 | 1949 | 1950 | 1949 | 1950 | 1949 | 1950 | 1949 |
| Miles of road operated at close of month | 226,374 | 226,526 | 53,336 | 53,432 | 46,090 | 46,010 | 126,946 | 127,084 |
| Revenues: | | | | | | | | |
| Freight | $639,728,547 | $562,821,900 | $235,948,547 | $200,450,639 | $122,682,793 | $99,919,947 | $281,097,207 | $262,451,314 |
| Passenger | 76,006,099 | 82,564,326 | 39,949,195 | 42,274,195 | 10,610,479 | 11,927,630 | 25,446,518 | 28,362,501 |
| Mail | 17,014,735 | 17,294,070 | 6,425,464 | 6,496,244 | 2,851,553 | 2,948,391 | 7,737,718 | 7,849,525 |
| Express | 5,173,230 | 5,144,057 | 1,035,320 | 592,660 | 561,718 | 683,883 | 3,576,192 | 3,867,514 |
| All other operating revenues | 34,238,145 | 32,836,687 | 14,785,778 | 14,167,437 | 5,380,006 | 4,981,141 | 14,072,361 | 13,688,109 |
| Railway operating revenues | 772,160,756 | 700,661,040 | 298,144,211 | 263,981,175 | 142,086,549 | 120,460,902 | 331,929,996 | 316,218,963 |
| Expenses: | | | | | | | | |
| Maintenance of way and structures | 109,991,699 | 116,360,305 | 39,264,717 | 39,912,412 | 22,005,926 | 21,946,493 | 48,721,056 | 54,501,400 |
| Depreciation | 11,015,055 | 10,383,612 | 4,665,016 | 4,469,821 | 1,981,802 | 1,603,012 | 4,368,237 | 4,310,779 |
| Retirements | 1,352,618 | 1,221,445 | 468,556 | 243,299 | 258,657 | 147,925 | 625,405 | 830,221 |
| Deferred maintenance | *122,402 | *433,866 | ..... | ..... | *63,963 | *318,593 | *58,439 | *115,273 |
| Amortization of defense projects | 137,021 | 151,190 | 15,887 | 15,471 | 31,043 | 46,264 | 90,091 | 89,455 |
| Equalization | *1,820,790 | *2,758,140 | *1,756,168 | *2,006,828 | 479,323 | *265,456 | *543,945 | *485,854 |
| All other | 99,430,197 | 107,796,064 | 35,871,426 | 37,190,649 | 19,319,064 | 20,733,343 | 44,239,707 | 49,872,072 |
| Maintenance of equipment | 135,174,537 | 128,138,638 | 56,757,612 | 52,345,516 | 26,127,884 | 23,584,015 | 52,289,041 | 52,209,107 |
| Depreciation | 24,782,875 | 23,647,237 | 9,183,224 | 9,193,176 | 5,563,620 | 5,265,830 | 10,036,031 | 9,188,231 |
| Retirements | *67,324 | *53,706 | *24,168 | *1,809 | *27,317 | *16,046 | *15,839 | *35,851 |
| Deferred maintenance and major repairs | *139,806 | *71,275 | *51,307 | *31,401 | *30,846 | *8,878 | *57,653 | *30,996 |
| Amortization of defense projects | 1,217,226 | 1,221,482 | 451,446 | 450,888 | 234,033 | 238,395 | 531,747 | 532,199 |
| Equalization | 246,237 | *759,099 | 45,492 | 39,411 | *417,584 | *507,032 | 618,329 | *212,656 |
| All other | 109,135,329 | 104,153,999 | 47,152,925 | 42,774,073 | 20,805,978 | 18,611,746 | 41,176,426 | 42,768,180 |
| Traffic | 15,670,415 | 16,327,166 | 5,339,052 | 5,549,416 | 3,232,977 | 3,364,321 | 7,098,386 | 7,413,429 |
| Transportation—Rail line | 286,307,614 | 276,331,495 | 120,757,613 | 115,464,527 | 49,786,604 | 47,700,021 | 115,763,397 | 113,166,947 |
| Miscellaneous operations | 9,775,432 | 10,213,162 | 3,268,881 | 3,560,770 | 1,377,453 | 1,387,465 | 5,129,098 | 5,264,927 |
| General | 22,196,489 | 22,459,267 | 8,890,951 | 8,707,913 | 4,688,935 | 4,759,481 | 8,616,603 | 8,991,874 |
| Railway operating expenses | 579,116,186 | 569,830,033 | 234,278,826 | 225,540,553 | 107,219,779 | 102,741,796 | 237,617,581 | 241,547,684 |
| Net revenue from railway operations | 193,044,570 | 130,831,007 | 63,865,385 | 38,440,622 | 34,866,770 | 17,719,106 | 94,312,415 | 74,671,279 |
| Railway tax accruals | 94,071,366 | 66,320,676 | 28,600,371 | 20,832,223 | 19,947,444 | 11,555,912 | 45,523,551 | 33,932,541 |
| Pay-roll taxes | 21,994,821 | 21,285,374 | 9,163,626 | 8,641,653 | 4,087,998 | 3,915,758 | 8,743,197 | 8,727,963 |
| Federal income taxes† | 44,452,253 | 17,744,133 | 9,588,470 | 2,406,078 | 9,936,433 | 2,083,678 | 24,927,350 | 13,254,377 |
| All other taxes | 27,024,292 | 27,291,169 | 9,848,275 | 9,784,492 | 5,923,013 | 5,556,476 | 11,853,004 | 11,950,201 |
| Railway operating income | 98,973,204 | 64,510,331 | 35,265,014 | 17,608,399 | 14,919,326 | 6,163,194 | 48,788,864 | 40,738,738 |
| Equipment rents—Dr. balance | 11,800,411 | 11,383,454 | 5,621,030 | 4,577,641 | *2,276,280 | *1,215,534 | 8,455,661 | 8,021,347 |
| Joint facility rent—Dr. balance | 3,262,457 | 2,938,139 | 1,579,068 | 1,432,558 | 443,880 | 425,904 | 1,239,509 | 1,079,677 |
| Net railway operating income | 83,910,336 | 50,188,738 | 28,064,916 | 11,598,200 | 16,751,726 | 6,952,824 | 39,093,694 | 31,637,714 |
| Ratio of expenses to revenues (percent) | 75.0 | 81.3 | 78.6 | 85.4 | 75.5 | 85.3 | 71.6 | 76.4 |

## FOR THE SEVEN MONTHS ENDED WITH JULY 1950 AND 1949

| Item | United States | | Eastern District | | Southern District | | Western District | |
|---|---|---|---|---|---|---|---|---|
| | 1950 | 1949 | 1950 | 1949 | 1950 | 1949 | 1950 | 1949 |
| Miles of road operated at close of month | 226,521 | 226,641 | 53,362 | 53,472 | 46,125 | 46,036 | 127,034 | 127,133 |
| Revenues: | | | | | | | | |
| Freight | $4,175,350,947 | $4,168,657,546 | $1,566,944,308 | $1,586,006,505 | $871,166,407 | $854,653,927 | $1,737,240,232 | $1,727,997,114 |
| Passenger | 452,147,797 | 512,663,000 | 241,586,224 | 266,092,899 | 69,665,352 | 82,973,006 | 140,896,221 | 163,597,095 |
| Mail | 123,973,017 | 125,484,012 | 45,241,256 | 45,921,579 | 21,905,003 | 22,739,488 | 56,826,758 | 56,822,945 |
| Express | 38,897,774 | 41,795,361 | 10,834,300 | 10,268,321 | 7,049,726 | 7,574,538 | 21,013,748 | 23,952,502 |
| All other operating revenues | 205,498,496 | 221,436,857 | 90,852,712 | 98,610,234 | 34,945,903 | 37,281,511 | 79,699,881 | 85,545,112 |
| Railway operating revenues | 4,995,868,031 | 5,070,036,776 | 1,955,458,800 | 2,006,899,538 | 1,004,732,391 | 1,005,222,470 | 2,035,676,840 | 2,057,914,768 |
| Expenses: | | | | | | | | |
| Maintenance of way and structures | 716,957,999 | 777,562,027 | 248,734,255 | 276,901,875 | 153,759,384 | 156,870,160 | 314,464,360 | 343,789,992 |
| Depreciation | 75,820,953 | 73,839,186 | 31,713,897 | 31,125,791 | 13,658,916 | 12,750,499 | 30,448,140 | 29,962,896 |
| Retirements | 7,452,213 | 6,085,075 | 2,400,937 | 1,692,303 | 1,443,218 | 929,099 | 3,608,058 | 3,463,673 |
| Deferred maintenance | *1,274,952 | *1,905,910 | *800,000 | *328,422 | *198,556 | *695,073 | *276,396 | *882,415 |
| Amortization of defense projects | 1,051,227 | 1,046,745 | 125,308 | 107,741 | 309,067 | 330,428 | 616,852 | 608,576 |
| Equalization | 3,785,887 | *6,336,688 | 449,071 | *3,721,897 | 4,968,801 | 411,111 | *1,631,985 | *3,025,902 |
| All other | 630,122,671 | 704,833,619 | 214,845,042 | 248,026,359 | 133,577,938 | 143,144,096 | 281,699,691 | 313,663,164 |
| Maintenance of equipment | 943,770,825 | 966,890,278 | 392,588,559 | 396,266,869 | 185,140,411 | 193,964,010 | 366,041,855 | 376,659,399 |
| Depreciation | 170,841,507 | 159,827,907 | 63,424,696 | 61,841,409 | 38,368,337 | 35,860,453 | 69,048,474 | 62,126,045 |
| Retirements | *329,339 | *445,765 | *58,430 | *74,445 | *154,692 | *118,733 | *116,217 | *252,587 |
| Deferred maintenance and major repairs | *8,942,759 | *870,806 | *8,503,403 | *431,017 | *92,488 | *202,042 | *346,868 | *237,747 |
| Amortization of defense projects | 8,540,388 | 8,553,248 | 3,160,403 | 3,156,656 | 1,656,107 | 1,671,095 | 3,723,878 | 3,725,497 |
| Equalization | 2,429,180 | 302,656 | 1,819,203 | *68,125 | 453,439 | 635,329 | 156,538 | *264,548 |
| All other | 771,231,848 | 799,523,038 | 332,746,090 | 331,842,391 | 144,909,708 | 156,117,908 | 293,576,050 | 311,562,736 |
| Traffic | 111,195,605 | 115,139,051 | 37,704,358 | 39,218,331 | 23,253,445 | 24,218,945 | 50,237,802 | 51,701,775 |
| Transportation—Rail line | 1,942,237,420 | 2,033,704,023 | 825,807,212 | 858,460,798 | 355,281,713 | 373,707,967 | 761,148,495 | 801,535,258 |
| Miscellaneous operations | 62,559,445 | 69,990,473 | 22,508,785 | 26,064,180 | 9,615,388 | 10,648,461 | 30,435,272 | 33,277,832 |
| General | 156,536,812 | 161,920,832 | 60,714,624 | 62,761,928 | 33,449,789 | 34,513,609 | 62,372,399 | 64,645,295 |
| Railway operating expenses | 3,933,258,106 | 4,125,206,684 | 1,588,057,793 | 1,659,673,981 | 760,500,130 | 793,923,152 | 1,584,700,183 | 1,671,609,551 |
| Net revenue from railway operations | 1,062,609,925 | 944,830,092 | 367,401,007 | 347,225,557 | 244,232,261 | 211,299,318 | 450,976,657 | 386,305,217 |
| Railway tax accruals | 526,639,340 | 484,380,482 | 174,867,405 | 172,523,395 | 125,749,182 | 111,586,005 | 226,022,753 | 200,271,082 |
| Pay-roll taxes† | 147,266,838 | 150,436,239 | 60,469,437 | 61,754,794 | 27,985,882 | 28,951,265 | 58,811,519 | 59,730,180 |
| Federal income taxes | 189,135,793 | 146,786,754 | 45,903,879 | 42,150,384 | 56,973,534 | 43,917,716 | 86,258,380 | 60,718,654 |
| All other taxes | 190,236,709 | 187,157,489 | 68,494,089 | 68,618,217 | 40,789,766 | 38,717,024 | 80,952,854 | 79,822,248 |
| Railway operating income | 535,970,585 | 460,449,610 | 192,533,602 | 174,702,162 | 118,483,079 | 99,713,313 | 224,953,904 | 186,034,135 |
| Equipment rents—Dr. balance | 80,770,537 | 72,236,761 | 37,931,027 | 33,210,720 | *5,949,430 | *5,029,138 | 48,788,940 | 44,055,179 |
| Joint facility rent—Dr. balance | 22,662,100 | 22,225,885 | 10,647,342 | 10,554,698 | 3,521,246 | 3,394,246 | 8,493,512 | 8,276,941 |
| Net railway operating income | 432,537,948 | 365,986,964 | 143,955,233 | 130,936,744 | 120,911,263 | 101,348,205 | 167,671,452 | 133,702,015 |
| Ratio of expenses to revenues (percent) | 78.7 | 81.4 | 81.2 | 82.7 | 75.7 | 79.0 | 77.8 | 81.2 |

†Includes income tax and surtax.
*Decrease, deficit, or other reverse item.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

## Freight Operating Statistics of Large Steam Railways — Selected

| Region | Road and Year | Miles of road operated | Locomotive Miles: Train-miles | Locomotive Miles: Principal and helper | Locomotive Miles: Light | Car Miles: Loaded (thousands) | Car Miles: Per cent loaded | Ton-Miles (thousands): Gross excl.locos. & tenders | Ton-Miles (thousands): Net rev. and non-rev. | Road-locos. on line: Serviceable: Unstored | Road-locos. on line: Serviceable: Stored | Road-locos. on line: B.O. | Road-locos. on line: Per Cent B.O. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New Eng. Region | Boston & Maine 1950 | 1,700 | 265,276 | 273,343 | 12,343 | 10,534 | 70.4 | 642,779 | 270,536 | 86 | 3 | 15 | 14.4 |
| | 1949 | 1,746 | 257,735 | 264,818 | 12,057 | 9,283 | 67.6 | 578,209 | 238,615 | 91 | 14 | 14 | 11.8 |
| | N. Y., N. H. & Htfd. 1950 | 1,771 | 296,405 | 296,728 | 30,117 | 11,586 | 68.0 | 717,922 | 320,049 | 112 | .. | 11 | 8.9 |
| | 1949 | 1,774 | 271,185 | 272,891 | 16,797 | 10,546 | 65.4 | 658,160 | 279,854 | 118 | 11 | 10 | 7.2 |
| Great Lakes Region | Delaware & Hudson 1950 | 794 | 239,746 | 286,904 | 28,722 | 10,448 | 71.5 | 719,482 | 385,455 | 135 | 36 | 26 | 13.2 |
| | 1949 | 794 | 228,797 | 272,158 | 30,772 | 9,525 | 66.2 | 673,747 | 344,932 | 115 | 56 | 25 | 12.6 |
| | Del., Lack. & Western 1950 | 965 | 268,399 | 288,529 | 31,174 | 12,075 | 70.1 | 791,870 | 364,066 | 84 | 4 | 31 | 26.1 |
| | 1949 | 966 | 264,218 | 306,681 | 35,737 | 11,553 | 65.6 | 776,466 | 339,824 | 101 | 15 | 28 | 19.4 |
| | Erie 1950 | 2,231 | 646,439 | 669,585 | 44,133 | 33,716 | 67.6 | 2,148,421 | 870,573 | 190 | 1 | 36 | 15.9 |
| | 1949 | 2,231 | 596,088 | 615,427 | 41,359 | 31,099 | 65.7 | 1,998,910 | 800,753 | 187 | 65 | 36 | 12.5 |
| | Grand Trunk Western 1950 | 971 | 271,871 | 277,909 | 2,489 | 9,583 | 63.0 | 654,487 | 273,727 | 53 | 1 | 12 | 18.2 |
| | 1949 | 971 | 241,866 | 250,053 | 2,178 | 8,115 | 62.3 | 549,125 | 224,763 | 54 | 2 | 7 | 11.1 |
| | Lehigh Valley 1950 | 1,238 | 239,568 | 253,033 | 24,714 | 11,562 | 70.4 | 773,001 | 370,242 | 52 | 4 | 24 | 30.0 |
| | 1949 | 1,239 | 232,895 | 249,663 | 26,973 | 10,837 | 65.6 | 758,170 | 354,061 | 55 | 16 | 21 | 22.8 |
| | New York Central 1950 | 10,691 | 3,023,771 | 3,183,842 | 185,129 | 111,580 | 63.1 | 7,739,466 | 3,449,749 | 996 | 70 | 367 | 25.6 |
| | 1949 | 10,689 | 2,838,066 | 3,014,834 | 173,771 | 100,332 | 60.5 | 6,969,545 | 3,061,564 | 939 | 198 | 327 | 22.3 |
| | New York, Chic. & St. L. 1950 | 2,162 | 724,711 | 741,873 | 11,526 | 28,817 | 65.9 | 1,957,680 | 861,781 | 207 | 1 | 40 | 16.1 |
| | 1949 | 2,162 | 687,204 | 701,556 | 5,068 | 25,376 | 65.0 | 1,749,814 | 758,274 | 191 | 39 | 41 | 15.1 |
| | Pitts. & Lake Erie 1950 | 221 | 90,501 | 93,811 | 78 | 3,897 | 68.0 | 328,467 | 202,351 | 30 | .. | 16 | 34.8 |
| | 1949 | 221 | 79,342 | 81,342 | 53 | 3,338 | 68.1 | 292,188 | 180,846 | 30 | 8 | 14 | 26.9 |
| | Wabash 1950 | 2,381 | 587,927 | 596,126 | 9,537 | 23,267 | 68.6 | 1,471,833 | 583,979 | 152 | 4 | 56 | 26.4 |
| | 1949 | 2,381 | 584,320 | 590,980 | 10,218 | 20,718 | 65.7 | 1,342,765 | 522,716 | 155 | 14 | 36 | 17.6 |
| Central Eastern Region | Baltimore & Ohio 1950 | 6,086 | 1,833,621 | 2,202,059 | 231,907 | 67,104 | 64.9 | 4,894,267 | 2,380,491 | 695 | 40 | 245 | 25.0 |
| | 1949 | 6,086 | 1,686,556 | 2,046,417 | 241,443 | 61,559 | 61.4 | 4,659,484 | 2,267,488 | 787 | 58 | 225 | 21.0 |
| | Central of New Jersey 1950 | 410 | 71,778 | 73,528 | 5,403 | 2,830 | 65.0 | 213,354 | 111,976 | 35 | 1 | 6 | 14.3 |
| | 1949 | 415 | 67,593 | 67,953 | 4,489 | 2,538 | 63.6 | 189,677 | 96,633 | 30 | 2 | 6 | 15.8 |
| | Central of Pennsylvania 1950 | 212 | 70,830 | 79,123 | 14,177 | 2,882 | 69.7 | 205,828 | 111,984 | 38 | .. | 19 | 33.3 |
| | 1949 | 212 | 67,832 | 75,100 | 11,923 | 2,501 | 63.6 | 191,684 | 98,865 | 36 | 5 | 16 | 28.1 |
| | Chicago & Eastern Ill. 1950 | 886 | 126,358 | 126,358 | 2,306 | 4,503 | 69.0 | 280,103 | 127,507 | 23 | .. | .. | .. |
| | 1949 | 909 | 118,302 | 118,922 | 2,776 | 4,177 | 68.1 | 269,111 | 123,855 | 27 | 22 | 10 | 16.9 |
| | Elgin, Joliet & Eastern 1950 | 238 | 97,314 | 97,705 | ..... | 3,628 | 67.6 | 280,157 | 154,194 | 38 | .. | 2 | 5.0 |
| | 1949 | 238 | 87,373 | 87,668 | ..... | 3,219 | 67.0 | 246,357 | 134,113 | 34 | .. | .. | .. |
| | Pennsylvania System 1950 | 10,009 | 3,175,910 | 3,476,926 | 394,082 | 135,824 | 66.9 | 9,600,716 | 4,781,609 | 1,268 | .. | 380 | 23.1 |
| | 1949 | 10,039 | 2,909,022 | 3,232,260 | 385,506 | 119,237 | 61.4 | 8,787,961 | 4,135,855 | 1,327 | 172 | 400 | 21.1 |
| | Reading 1950 | 1,315 | 358,022 | 369,688 | 28,073 | 13,706 | 67.8 | 1,043,569 | 571,628 | 172 | 25 | 26 | 11.7 |
| | 1949 | 1,323 | 360,312 | 377,948 | 30,407 | 12,765 | 61.0 | 1,016,460 | 533,576 | 163 | 51 | 38 | 15.1 |
| | Western Maryland 1950 | 837 | 178,320 | 206,946 | 22,506 | 6,305 | 63.9 | 508,386 | 282,782 | 137 | 31 | 12 | 6.7 |
| | 1949 | 836 | 169,723 | 207,177 | 27,132 | 5,904 | 62.4 | 483,433 | 264,025 | 153 | 15 | 12 | 6.7 |
| Pocahontas Region | Chesapeake & Ohio 1950 | 5,045 | 1,424,171 | 1,504,480 | 61,717 | 61,241 | 59.5 | 5,078,735 | 2,820,096 | 495 | 39 | 143 | 21.1 |
| | 1949 | 5,041 | 1,337,407 | 1,416,971 | 56,937 | 56,409 | 56.7 | 4,783,518 | 2,610,180 | 543 | 31 | 116 | 16.8 |
| | Norfolk & Western 1950 | 2,107 | 669,068 | 700,273 | 42,636 | 31,493 | 60.1 | 2,720,058 | 1,481,932 | 230 | 34 | 33 | 11.1 |
| | 1949 | 2,107 | 648,534 | 687,074 | 46,522 | 28,943 | 57.1 | 2,502,141 | 1,330,160 | 252 | 54 | 20 | 6.1 |
| Southern Region | Atlantic Coast Line 1950 | 5,480 | 789,961 | 791,361 | 11,696 | 23,348 | 63.3 | 1,557,352 | 682,256 | 304 | 24 | 80 | 19.6 |
| | 1949 | 5,543 | 802,150 | 812,564 | 11,613 | 20,319 | 60.6 | 1,390,729 | 590,974 | 326 | 30 | 83 | 18.9 |
| | Central of Georgia 1950 | 1,783 | 270,932 | 276,084 | 4,843 | 7,348 | 73.7 | 455,878 | 214,100 | 99 | 2 | 11 | 9.8 |
| | 1949 | 1,783 | 241,993 | 244,526 | 3,773 | 6,224 | 70.2 | 398,323 | 184,032 | 102 | 4 | 12 | 10.2 |
| | Gulf, Mobile & Ohio 1950 | 2,851 | 316,528 | 316,528 | 215 | 14,343 | 69.8 | 920,632 | 415,287 | 61 | .. | 2 | 3.2 |
| | 1949 | 2,854 | 297,719 | 297,719 | 209 | 13,333 | 70.5 | 866,607 | 402 978 | 77 | 27 | 5 | 4.6 |
| | Illinois Central 1950 | 6,543 | 1,453,485 | 1,456,373 | 52,093 | 52,275 | 65.1 | 3,664,870 | 1,691,841 | 545 | 18 | 93 | 14.2 |
| | 1949 | 6,544 | 1,335,819 | 1,338,254 | 45,816 | 46,537 | 61.2 | 3,274,239 | 1,482,889 | 510 | 77 | 72 | 10.9 |
| | Louisville & Nashville 1950 | 4,779 | 1,137,782 | 1,220,702 | 34,993 | 35,166 | 64.1 | 2,583,494 | 1,311,241 | 347 | 24 | 107 | 22.4 |
| | 1949 | 4,765 | 1,139,811 | 1,225,395 | 30,997 | 30,406 | 60.6 | 2,235,496 | 1,112,131 | 336 | 79 | 56 | 11.9 |
| | Nash., Chatt. & St. Louis 1950 | 1,049 | 207,172 | 209,432 | 3,775 | 6,129 | 75.2 | 367,696 | 167,949 | 69 | .. | 1 | 1.4 |
| | 1949 | 1,051 | 205,782 | 207,081 | 3,154 | 5,741 | 71.1 | 358,953 | 161,278 | 68 | .. | 4 | 5.5 |
| | Seaboard Air Line 1950 | 4,136 | 730,538 | 751,530 | 3,771 | 23,779 | 66.5 | 1,594,201 | 698,030 | 289 | 28 | 30 | 8.6 |
| | 1946 | 4,138 | 683,299 | 698,456 | 7,416 | 20,175 | 62.5 | 1,377,149 | 590,336 | 232 | 36 | 42 | 13.5 |
| | Southern 1950 | 6,320 | 1,177,739 | 1,185,890 | 12,658 | 38,884 | 69.1 | 2,492,967 | 1,134,587 | 371 | 35 | 182 | 31.0 |
| | 1949 | 6,382 | 1,101,683 | 1,108,654 | 11,721 | 33,481 | 64.7 | 2,170,375 | 921,366 | 418 | 114 | 160 | 23.1 |
| Northwestern Region | Chicago & North Western 1950 | 7,998 | 860,674 | 870,981 | 19,764 | 31,708 | 65.5 | 2,220,085 | 919,532 | 289 | 15 | 94 | 23.5 |
| | 1949 | 8,073 | 871,463 | 904,944 | 22,380 | 28,806 | 64.9 | 2,023,620 | 878,583 | 319 | 50 | 93 | 20.1 |
| | Chicago Great Western 1950 | 1,441 | 122,428 | 122,428 | 5,243 | 6,697 | 71.0 | 429,825 | 194,306 | 33 | .. | 1 | 2.9 |
| | 1949 | 1,445 | 152,642 | 153,232 | 5,993 | 7,896 | 68.7 | 498,159 | 212,275 | 51 | 2 | 12 | 18.5 |
| | Chic., Milw., St. P. & Pac. 1950 | 10,663 | 1,187,693 | 1,225,640 | 44,034 | 45,138 | 68.7 | 2,951,895 | 1,340,863 | 429 | 54 | 73 | 13.1 |
| | 1949 | 10,663 | 1,252,531 | 1,309,114 | 46,707 | 43,478 | 64.6 | 3,000,492 | 1,355,774 | 425 | 111 | 65 | 10.8 |
| | Chic., St. P., Minn. & Omaha 1950 | 1,606 | 181,191 | 188,290 | 9,376 | 5,503 | 72.5 | 356,455 | 159,741 | 74 | 1 | 37 | 33.0 |
| | 1949 | 1,606 | 174,320 | 181,865 | 8,258 | 4,692 | 67.7 | 315,330 | 134,444 | 79 | 6 | 24 | 22.0 |
| | Duluth, Missabe & Iron Range 1950 | 563 | 166,272 | 167,224 | 1,297 | 8,393 | 50.7 | 861,369 | 524,647 | 49 | .. | 2 | 3.9 |
| | 1949 | 574 | 166,590 | 167,618 | 1,377 | 8,890 | 50.5 | 899,723 | 542,300 | 41 | .. | 1 | 2.4 |
| | Great Northern 1950 | 8,220 | 849,773 | 847,359 | 36,931 | 36,524 | 64.1 | 2,717,475 | 1,351,669 | 342 | 76 | 50 | 10.7 |
| | 1949 | 8,222 | 962,059 | 958,102 | 42,041 | 41,169 | 65.7 | 3,146,438 | 1,603,737 | 326 | 77 | 55 | 12.0 |
| | Minneap., St. P. & S. St. M. 1950 | 4,179 | 403,353 | 408,716 | 5,397 | 13,731 | 68.1 | 912,181 | 438,693 | 107 | .. | 15 | 12.3 |
| | 1949 | 4,179 | 381,009 | 387,049 | 5,735 | 12,534 | 65.5 | 847,577 | 398,142 | 111 | .. | 18 | 14.0 |
| | Northern Pacific 1950 | 6,608 | 767,573 | 805,754 | 41,424 | 32,006 | 68.2 | 2,198,125 | 1,023,296 | 306 | 24 | 64 | 16.2 |
| | 1949 | 6,592 | 806,081 | 840,181 | 49,924 | 31,679 | 69.0 | 2,219,117 | 1,031,403 | 302 | 36 | 65 | 16.1 |
| Southwestern Region | Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.) 1950 | 13,073 | 2,742,446 | 2,890,124 | 128,256 | 116,328 | 64.3 | 7,969,058 | 2,880,827 | 654 | 117 | 107 | 12.2 |
| | 1949 | 13,103 | 2,829,466 | 3,025,782 | 160,047 | 110,050 | 64.9 | 7,577,037 | 2,834,015 | 742 | 91 | 90 | 9.8 |
| | Chic., Burl. & Quincy 1950 | 8,797 | 1,083,920 | 1,091,490 | 40,562 | 44,753 | 69.1 | 2,954,764 | 1,361,850 | 348 | 53 | 160 | 28.5 |
| | 1949 | 8,680 | 1,025,927 | 1,035,253 | 31,205 | 42,069 | 67.0 | 2,843,422 | 1,305,515 | 321 | 95 | 110 | 20.9 |
| | Chic., Rock I. & Pac. 1950 | 7,597 | 866,422 | 890,289 | 12,931 | 30,500 | 61.2 | 2,029,798 | 860,114 | 228 | 24 | 79 | 23.9 |
| | 1949 | 7,589 | 1,105,677 | 1,135,828 | 12,504 | 36,622 | 60.5 | 2,550,297 | 1,054,161 | 283 | 40 | 61 | 15.9 |
| | Denver & R. G. Wn. 1950 | 2,413 | 277,252 | 299,786 | 25,794 | 10,497 | 74.0 | 678,625 | 344,659 | 106 | 41 | 33 | 18.3 |
| | 1949 | 2,413 | 333,377 | 361,527 | 40,709 | 12,245 | 74.4 | 814,694 | 399,653 | 127 | 47 | 31 | 15.1 |
| | Southern Pacific 1950 | 8,069 | 2,426,347 | 2,616,520 | 389,679 | 104,197 | 61.9 | 7,195,523 | 2,681,128 | 766 | 8 | 153 | 16.5 |
| | 1949 | 8,089 | 2,193,940 | 2,396,983 | 382,016 | 90,587 | 61.3 | 6,280,368 | 2,316,956 | 817 | 13 | 134 | 13.9 |
| | Union Pacific 1950 | 9,719 | 2,221,055 | 2,317,089 | 170,543 | 98,315 | 67.0 | 6,680,490 | 2,789,911 | 542 | 52 | 170 | 22.3 |
| | 1949 | 9,722 | 1,902,811 | 1,973,994 | 153,407 | 81,879 | 66.3 | 5,505,910 | 2,341,978 | 501 | 135 | 158 | 19.9 |
| | Western Pacific 1950 | 1,192 | 170,731 | 174,078 | 11,791 | 8,443 | 75.7 | 524,678 | 240,680 | 59 | 12 | 24 | 25.3 |
| | 1949 | 1,192 | 208,555 | 230,084 | 23,071 | 9,003 | 76.5 | 571,282 | 270,857 | 62 | 36 | 21 | 17.6 |
| Central Western Region | International-Gt. Northern* 1950 | 1,089 | 178,194 | 178,422 | 1,087 | 5,492 | 62.1 | 421,564 | 196,758 | 58 | 5 | 6 | 8.7 |
| | 1949 | 1,110 | 191,875 | 192,444 | 591 | 5,649 | 63.3 | 414,837 | 181,102 | 56 | 4 | 13 | 17.8 |
| | Kansas City Southern 1950 | 886 | 142,330 | 143,199 | 666 | 7,618 | 67.8 | 513,341 | 235,594 | 35 | 8 | 13 | 23.2 |
| | 1949 | 886 | 161,182 | 162,296 | 1,315 | 7,841 | 66.5 | 531,989 | 242,337 | 38 | 10 | 6 | 11.1 |
| | Mo.-Kans.-Texas Lines 1950 | 3,231 | 447,196 | 453,849 | 6,314 | 15,552 | 64.3 | 1,023,736 | 434,964 | 102 | .. | 33 | 24.4 |
| | 1949 | 3,241 | 458,840 | 464,370 | 6,809 | 14,058 | 62.0 | 996,358 | 464,345 | 107 | 4 | 35 | 24.0 |
| | Missouri Pacific* 1950 | 6,949 | 1,207,430 | 1,224,478 | 22,672 | 43,715 | 68.4 | 2,860,875 | 1,271,614 | 342 | 3 | 60 | 14.8 |
| | 1949 | 6,987 | 1,222,655 | 1,248,693 | 24,255 | 41,627 | 63.7 | 2,818,228 | 1,200,451 | 376 | 18 | 72 | 15.5 |
| | Texas & Pacific 1950 | 1,844 | 374,947 | 374,947 | 18,561 | 14,586 | 63.9 | 989,783 | 355,160 | 77 | .. | 5 | 6.1 |
| | 1949 | 1,852 | 377,307 | 377,307 | 12,941 | 13,121 | 59.5 | 919,865 | 327,323 | 102 | 17 | 5 | 4.0 |
| | St. Louis-San Francisco 1950 | 4,604 | 679,358 | 687,061 | 6,665 | 22,092 | 66.0 | 1,479,100 | 659,863 | 216 | 74 | 64 | 18.1 |
| | 1949 | 4,614 | 675,702 | 681,850 | 7,006 | 20,480 | 63.0 | 1,425,114 | 628,016 | 225 | 77 | 45 | 13.0 |
| | St. Louis Southw. Lines 1950 | 1,562 | 329,767 | 330,602 | 4,545 | 14,451 | 73.8 | 850,694 | 380,272 | 72 | 13 | 18 | 17.5 |
| | 1949 | 1,562 | 346,321 | 348,174 | 4,728 | 13,251 | 70.1 | 813,810 | 363,784 | 81 | 21 | 12 | 10.5 |
| | Texas & New Orleans 1950 | 4,314 | 798,988 | 798,988 | 14,407 | 24,819 | 62.2 | 1,723,679 | 717,494 | 207 | .. | 64 | 23.6 |
| | 1949 | 4,314 | 752,987 | 752,987 | 10,983 | 22,747 | 62.6 | 1,578,400 | 652,669 | 206 | 9 | 42 | 16.3 |

## Items for the Month of June 1950 Compared with June 1949

| Region | Road | Year | Freight cars on line: Home | Freight cars on line: Foreign | Freight cars on line: Total | Per Cent B.O. | G.t.m.per train-hr excl.locos. and tenders | G.t.m.per train-mi. excl.locos. and tenders | Net ton-mi. per train-mile | Net ton-mi. per l'd car-mile | Net ton-mi. per car-day | Car miles per car-day | Net daily ton-mi. per road-mi. | Train-miles per train-hour | Miles per loco. per day |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| New Eng. Region | Boston & Maine | 1950 | 1,660 | 9,140 | 10,800 | 4.0 | 37,671 | 2,427 | 1,022 | 25.7 | 819 | 45.3 | 5,305 | 15.5 | 97.7 |
| | | 1949 | 3,233 | 7,515 | 10,748 | 3.1 | 34,851 | 2,248 | 928 | 25.7 | 733 | 42.2 | 4,555 | 15.5 | 80.7 |
| | N. Y., N. H. & Htfd. | 1950 | 1,704 | 17,054 | 18,758 | 1.7 | 34,898 | 2,425 | 1,081 | 27.6 | 544 | 29.0 | 6,024 | 14.4 | 100.0 |
| | | 1949 | 2,618 | 14,013 | 16,631 | 2.6 | 36,697 | 2,429 | 1,033 | 26.5 | 554 | 31.9 | 5,258 | 15.1 | 81 7 |
| Great Lakes Region | Delaware & Hudson | 1950 | 2,896 | 7,141 | 10,037 | 5.3 | 54.260 | 3,017 | 1,616 | 36.9 | 1.311 | 49.7 | 16,182 | 18.1 | 57.7 |
| | | 1949 | 6,589 | 5,049 | 11,638 | 5.3 | 52,793 | 2,957 | 1,514 | 36.2 | 1,052 | 43.9 | 14,481 | 17.9 | 53.8 |
| | Del., Lack. & Western | 1950 | 6,297 | 11,065 | 17,362 | 10.8 | 43,584 | 3,008 | 1,383 | 30.2 | 693 | 32.8 | 12,576 | 14.8 | 100.6 |
| | | 1949 | 8,124 | 8,650 | 16,774 | 7.1 | 42,927 | 2,993 | 1,310 | 29.4 | 669 | 34.7 | 11,726 | 14.6 | 88.2 |
| | Erie | 1950 | 8,773 | 22,078 | 30,851 | 5.9 | 56,742 | 3,342 | 1,354 | 25.8 | 934 | 53.5 | 13,007 | 17.1 | 117.3 |
| | | 1949 | 13,868 | 15,784 | 29,652 | 8.7 | 55,401 | 3,377 | 1,353 | 25.7 | 896 | 53.0 | 11,964 | 16.5 | 82.6 |
| | Grand Trunk Western | 1950 | 4,196 | 11,188 | 15,384 | 5.6 | 48,380 | 2,433 | 1,017 | 28.6 | 568 | 31.6 | 9,397 | 20.1 | 149.1 |
| | | 1949 | 5,491 | 7,045 | 12,536 | 11.7 | 46,375 | 2,284 | 935 | 27.7 | 575 | 33.3 | 7,716 | 20.4 | 142.3 |
| | Lehigh Valley | 1950 | 3,916 | 10,937 | 14,853 | 8.4 | 62,088 | 3,294 | 1,578 | 32.0 | 816 | 36.2 | 9,969 | 19.2 | 116.0 |
| | | 1949 | 9,984 | 7,748 | 17,732 | 12.9 | 58,142 | 3,319 | 1,550 | 32.7 | 638 | 29.8 | 9,525 | 17.9 | 100.4 |
| | New York Central | 1950 | 60,996 | 105,854 | 166,850 | 8.3 | 43,663 | 2,599 | 1,158 | 30.9 | 688 | 35.3 | 10,756 | 17.1 | 87.3 |
| | | 1949 | 77,684 | 76,070 | 153,754 | 7.9 | 42,042 | 2,494 | 1,096 | 30.5 | 662 | 35.8 | 9,547 | 17.1 | 81.3 |
| | New York, Chic. & St. L. | 1950 | 5,746 | 20,556 | 26,302 | 4.0 | 49,618 | 2,748 | 1,210 | 29.9 | 1,088 | 55.2 | 13,287 | 18.4 | 110.3 |
| | | 1949 | 11,090 | 12,763 | 23,853 | 3.7 | 46,577 | 2,607 | 1,130 | 29.9 | 1,030 | 53.0 | 11,691 | 18.3 | 93.6 |
| | Pitts. & Lake Erie | 1950 | 4,893 | 11,258 | 16,151 | 15.4 | 50,201 | 3,634 | 2,239 | 51.9 | 437 | 12.4 | 30,521 | 13.8 | 70.3 |
| | | 1949 | 5,855 | 8,559 | 14,414 | 13.0 | 55,878 | 3,684 | 2,280 | 54.2 | 396 | 10.7 | 27,277 | 15.2 | 57.3 |
| | Wabash | 1950 | 6,483 | 13,651 | 20,134 | 3.4 | 53,204 | 2,525 | 1,002 | 25.1 | 985 | 57.2 | 8,176 | 21.3 | 103.8 |
| | | 1949 | 8,716 | 12,488 | 21,204 | 3.1 | 49,290 | 2,317 | 902 | 25.2 | 861 | 52.0 | 7,318 | 21.4 | 102.9 |
| Central Eastern Region | Baltimore & Ohio | 1950 | 33,446 | 50,909 | 84,355 | 11.5 | 36,009 | 2,721 | 1,323 | 35.5 | 914 | 39.7 | 13,038 | 13.5 | 83.8 |
| | | 1949 | 62.089 | 35,416 | 97,505 | 10.4 | 37,206 | 2,814 | 1,370 | 36.8 | 760 | 33.6 | 12,419 | 13.5 | 73.2 |
| | Central of New Jersey | 1950 | 761 | 8,745 | 9,506 | 7.8 | 39,709 | 3,085 | 1,619 | 39.6 | 367 | 14.3 | 9,104 | 13.4 | 93.0 |
| | | 1949 | 1,242 | 8,846 | 10,088 | 7.3 | 41,225 | 2,907 | 1,481 | 38.1 | 324 | 13.4 | 7,762 | 14.7 | 96.4 |
| | Central of Pennsylvania | 1950 | 1,128 | 4,544 | 5,672 | 8.8 | 41,166 | 3,089 | 1,680 | 38.9 | 750 | 27.7 | 17,608 | 14.2 | 70.6 |
| | | 1949 | 2,144 | 3,063 | 5,207 | 10.8 | 37,468 | 3,014 | 1,555 | 39.5 | 650 | 25.9 | 15,545 | 13.3 | 62.1 |
| | Chicago & Eastern Ill. | 1950 | 2,026 | 3,853 | 5,879 | 7.3 | 40,742 | 2,218 | 1,010 | 28.3 | 708 | 36.2 | 4,797 | 18.4 | 175.1 |
| | | 1949 | 3,204 | 3,329 | 6,533 | 10.4 | 39,258 | 2,278 | 1,049 | 29.7 | 653 | 32.3 | 4,542 | 17.3 | 72.9 |
| | Elgin, Joliet & Eastern | 1950 | 6,432 | 12,560 | 18,992 | 1.4 | 22,570 | 2,956 | 1,627 | 42.5 | 264 | 9.2 | 21,596 | 7.8 | 108.4 |
| | | 1949 | 7,063 | 9,064 | 16,127 | 3.5 | 23,474 | 2,985 | 1,625 | 41.7 | 272 | 9.7 | 18,783 | 8.3 | 98.2 |
| | Pennsylvania System | 1950 | 102,687 | 123,943 | 226,630 | 14.4 | 45,021 | 3,127 | 1,558 | 35.2 | 720 | 30.6 | 15,924 | 14.9 | 85.6 |
| | | 1949 | 146,835 | 84,194 | 231,029 | 11.9 | 44,803 | 3,114 | 1,465 | 34.7 | 597 | 28.0 | 13,733 | 14.8 | 69.1 |
| | Reading | 1950 | 10,851 | 21,080 | 31,931 | 8.5 | 36,761 | 2,915 | 1,597 | 41.7 | 600 | 21.2 | 14,490 | 12.6 | 68.8 |
| | | 1949 | 15,211 | 14,165 | 29,376 | 7.3 | 37,325 | 2,822 | 1,482 | 41.8 | 593 | 23.3 | 13,444 | 13.2 | 63.3 |
| | Western Maryland | 1950 | 3,496 | 3,168 | 6,664 | 1.9 | 41,125 | 2,916 | 1,622 | 44.9 | 1,298 | 45.3 | 11,262 | 14.4 | 44.2 |
| | | 1949 | 7,308 | 2,265 | 9,573 | 1.3 | 39,348 | 2,892 | 1,579 | 44.7 | 927 | 33.2 | 10,527 | 13.8 | 46.9 |
| Pocahontas Region | Chesapeake & Ohio | 1950 | 47,380 | 31,402 | 78,782 | 6.2 | 60,108 | 3,606 | 2.002 | 46.0 | 1,189 | 43.4 | 18,633 | 16.9 | 81.2 |
| | | 1949 | 64,953 | 23,504 | 88,357 | 6.4 | 59,915 | 3,612 | 1,971 | 46.3 | 993 | 37.8 | 17,260 | 16.8 | 76.9 |
| | Norfolk & Western | 1950 | 22,759 | 7,240 | 29,999 | 2.8 | 66,343 | 4,109 | 2,239 | 47.1 | 1,524 | 53.9 | 23,445 | 16.3 | 87.7 |
| | | 1949 | 40,811 | 5,519 | 46,330 | 3.4 | 64,510 | 3,909 | 2,078 | 46.0 | 971 | 37.0 | 21,044 | 16.7 | 81.9 |
| Southern Region | Atlantic Coast Line | 1950 | 10,654 | 15,512 | 26,166 | 3.5 | 30,754 | 1,978 | 866 | 29.2 | 833 | 45.0 | 4,150 | 15.6 | 69.5 |
| | | 1949 | 13,573 | 10,737 | 24,310 | 5.1 | 29,100 | 1,740 | 739 | 29.1 | 763 | 43.2 | 3,554 | 16.8 | 67.2 |
| | Central of Georgia | 1950 | 2,374 | 5,060 | 7,434 | 5.8 | 30,678 | 1,689 | 793 | 29.1 | 998 | 46.5 | 4,003 | 18.2 | 90.4 |
| | | 1949 | 3,589 | 4,392 | 7,981 | 7.6 | 29,392 | 1,653 | 764 | 29.6 | 775 | 37.3 | 3,441 | 17.9 | 76.5 |
| | Gulf, Mobile & Ohio | 1950 | 3,582 | 10,743 | 14,325 | 3.2 | 57,557 | 2,917 | 1,316 | 29.0 | 980 | 48.4 | 4,855 | 19.8 | 170.1 |
| | | 1949 | 4,325 | 9,041 | 13,366 | 2.8 | 55,888 | 2,917 | 1,356 | 30.2 | 1,035 | 48.6 | 4,707 | 19.2 | 97.2 |
| | Illinois Central | 1950 | 19,642 | 30,796 | 50,438 | 2.6 | 46,412 | 2,553 | 1,179 | 32.4 | 1,144 | 54.3 | 8,619 | 18.4 | 82.1 |
| | | 1949 | 25,363 | 22,315 | 47,678 | 1.8 | 45,412 | 2,481 | 1,124 | 31.9 | 1,032 | 53.0 | 7,553 | 18.5 | 74.3 |
| | Louisville & Nashville | 1950 | 28,907 | 14,043 | 42,950 | 12.4 | 35,908 | 2,278 | 1,156 | 37.3 | 948 | 39.6 | 9,163 | 15.8 | 94.9 |
| | | 1949 | 41,949 | 11,141 | 53,090 | 4.1 | 32,364 | 1,969 | 979 | 36.6 | 720 | 32.5 | 7,780 | 16.5 | 93.1 |
| | Nash., Chatt. & St. Louis | 1950 | 2,105 | 4,687 | 6,792 | 4.1 | 35,841 | 1,782 | 814 | 27.4 | 843 | 40.9 | 5,338 | 20.2 | 115.7 |
| | | 1949 | 3,642 | 3,464 | 7,106 | 9.3 | 35,116 | 1,749 | 786 | 28.1 | 784 | 39.2 | 5,115 | 20.1 | 101.9 |
| | Seaboard Air Line | 1950 | 8,372 | 13,584 | 21,956 | 1.7 | 38,647 | 2,233 | 978 | 29.4 | 1,033 | 52.9 | 5,626 | 17.7 | 82.9 |
| | | 1949 | 10,944 | 9,951 | 20,895 | 3.1 | 36,620 | 2,064 | 885 | 29.3 | 925 | 50.6 | 4,755 | 18.2 | 84.5 |
| | Southern | 1950 | 13,541 | 26,410 | 39,951 | 2.8 | 36,427 | 2,130 | 969 | 29.2 | 954 | 47.3 | 5,984 | 17.2 | 73.6 |
| | | 1949 | 18,227 | 24,942 | 43,169 | 5.3 | 34,169 | 1,983 | 842 | 27.5 | 699 | 39.3 | 4,812 | 17.3 | 59.7 |
| Northwestern Region | Chicago & North Western | 1950 | 19,203 | 36,536 | 55,739 | 3.0 | 41,348 | 2,675 | 1,108 | 29.0 | 573 | 30.2 | 3,832 | 16.0 | 78.1 |
| | | 1949 | 22,726 | 26,811 | 49,537 | 3.1 | 36,688 | 2,443 | 1,061 | 30.5 | 600 | 30.3 | 3,628 | 15.8 | 72.7 |
| | Chicago Great Western | 1950 | 1,064 | 1,815 | 2,879 | 7.1 | 59,839 | 3,541 | 1,601 | 29.0 | 1,387 | 67.3 | 4,495 | 17.0 | 131.7 |
| | | 1949 | 2,143 | 4,797 | 6,940 | 8.1 | 53,216 | 3,266 | 1,392 | 26.9 | 1,034 | 56.0 | 4,897 | 16.3 | 87.9 |
| | Chic., Milw., St. P. & Pac. | 1950 | 27,188 | 36,968 | 64,156 | 2.9 | 41,041 | 2,506 | 1,139 | 29.7 | 723 | 35.4 | 4,192 | 16.3 | 81.5 |
| | | 1949 | 31,936 | 27,746 | 59,682 | 2.3 | 39,145 | 2,415 | 1,091 | 31.2 | 755 | 37.5 | 4,238 | 16.5 | 81.6 |
| | Chic., St. P., Minn. & Omaha | 1950 | 1,065 | 8,700 | 9,765 | 2.8 | 26,787 | 2,005 | 898 | 29.0 | 593 | 28.2 | 3,316 | 13.6 | 65.5 |
| | | 1949 | 1,139 | 7,270 | 8,409 | 3.2 | 24,408 | 1,866 | 795 | 28.7 | 589 | 30.4 | 2,790 | 13.5 | 64.6 |
| | Duluth, Missabe & Iron Range | 1950 | 13,639 | 1,095 | 14,734 | 3.2 | 90,120 | 5,431 | 3,308 | 62.5 | 1,204 | 38.0 | 31,063 | 17.4 | 131.7 |
| | | 1949 | 14,981 | 296 | 15,277 | 3.4 | 92,497 | 5,640 | 3,399 | 61.0 | 1,179 | 38.3 | 31,492 | 17.1 | 163.9 |
| | Great Northern | 1950 | 23,753 | 17,954 | 41,707 | 3.1 | 48,336 | 3,243 | 1,613 | 37.0 | 1,050 | 44.3 | 5,481 | 15.1 | 68.9 |
| | | 1949 | 24,602 | 17,564 | 42,166 | 2.7 | 49,874 | 3,296 | 1,680 | 39.0 | 1,295 | 50.6 | 6,502 | 15.2 | 80.2 |
| | Minneap., St. P. & S. St. M. | 1950 | 6,306 | 8,399 | 14,705 | 6.1 | 41,868 | 2,281 | 1,097 | 31.9 | 985 | 45.3 | 3,499 | 18.5 | 125.9 |
| | | 1949 | 7,815 | 6,025 | 13,840 | 5.3 | 39,442 | 2,238 | 1,051 | 31.8 | 958 | 46.0 | 3,176 | 17.7 | 110.1 |
| | Northern Pacific | 1950 | 19,057 | 16,550 | 35,607 | 7.5 | 48,779 | 2,888 | 1,344 | 32.0 | 1,010 | 46.3 | 5,162 | 17.0 | 77.7 |
| | | 1949 | 20,475 | 13,905 | 34,380 | 5.8 | 45,911 | 2,770 | 1,287 | 32.6 | 1,010 | 44.9 | 5,215 | 16.7 | 79.9 |
| Southwestern Region | Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.) | 1950 | 46,016 | 36,317 | 82,333 | 4.8 | 59,266 | 2,923 | 1,057 | 24.8 | 1,208 | 75.8 | 7,345 | 20.4 | 119.9 |
| | | 1949 | 51,510 | 34,581 | 86,091 | 4.3 | 53,227 | 2,697 | 1,009 | 25.8 | 1,080 | 64.6 | 7,210 | 19.9 | 121.5 |
| | Chic., Burl. & Quincy | 1950 | 16,843 | 26,585 | 43,428 | 3.8 | 52,144 | 2,736 | 1,261 | 30.4 | 1,086 | 51.6 | 5,160 | 19.1 | 70.5 |
| | | 1949 | 19,099 | 22,835 | 41,934 | 4.3 | 50,533 | 2,782 | 1,278 | 31.0 | 1,039 | 50.0 | 5,013 | 18.2 | 70.9 |
| | Chic., Rock I. & Pac. | 1950 | 7,604 | 6,041 | 13,645 | 7.3 | 43,699 | 2,356 | 998 | 28.2 | 1,223 | 70.8 | 3,774 | 18.7 | 94.1 |
| | | 1949 | 13,618 | 24,672 | 38,290 | 3.3 | 41,322 | 2,315 | 957 | 28.8 | 950 | 54.5 | 4,630 | 17.9 | 105.1 |
| | Denver & R. G. Wn. | 1950 | 6,944 | 1,880 | 8,824 | 10.3 | 44,720 | 2,477 | 1,258 | 32.8 | 1,025 | 42.2 | 4,761 | 18.3 | 64.3 |
| | | 1949 | 9,082 | 4,754 | 13,836 | 4.4 | 43,342 | 2,455 | 1,204 | 32.6 | 990 | 40.7 | 5,521 | 17.7 | 68.7 |
| | Southern Pacific | 1950 | 26,087 | 51,012 | 77,099 | 2.6 | 46,616 | 3,002 | 1,118 | 25.7 | 1,194 | 75.0 | 11,076 | 15.7 | 116.4 |
| | | 1949 | 28,632 | 42,063 | 70,695 | 4.6 | 46,328 | 2,889 | 1,066 | 25.6 | 1,108 | 70.7 | 9,548 | 16.2 | 104.9 |
| | Union Pacific | 1950 | 26,059 | 35,977 | 62,036 | 2.3 | 68,084 | 3,049 | 1,273 | 28.4 | 1,509 | 79.4 | 9,569 | 22.6 | 110.2 |
| | | 1949 | 30,185 | 30,474 | 60,659 | 4.3 | 63,169 | 2,917 | 1,241 | 28.6 | 1,307 | 68.9 | 8,030 | 21.8 | 91.1 |
| | Western Pacific | 1950 | 1,414 | 894 | 2,308 | 25.8 | 66,407 | 3,089 | 1,417 | 28.5 | 2,168 | 100.5 | 6,730 | 21.6 | 67.1 |
| | | 1949 | 2,405 | 2,384 | 4,789 | 11.9 | 56,168 | 2,753 | 1,305 | 30.1 | 1,966 | 85.4 | 7,574 | 20.5 | 71.3 |
| Central Western Region | International-Gt. Northern* | 1950 | 882 | 6,181 | 7,063 | 2.4 | 46,138 | 2,387 | 1,114 | 35.8 | 934 | 42.0 | 6,023 | 19.5 | 91.1 |
| | | 1949 | 774 | 6,563 | 7,337 | 1.3 | 40,135 | 2,182 | 953 | 32.1 | 858 | 42.3 | 5,439 | 18.6 | 91.5 |
| | Kansas City Southern | 1950 | 1,190 | 5,639 | 6,829 | 3.0 | 68,137 | 3,645 | 1,673 | 30.9 | 1,150 | 54.9 | 8,864 | 18.9 | 93.8 |
| | | 1949 | 1,731 | 6,028 | 7,759 | 5.1 | 64,806 | 3,304 | 1,505 | 30.9 | 1,082 | 52.7 | 9,117 | 19.6 | 110.5 |
| | Mo.-Kans.-Texas Lines | 1950 | 3,326 | 10,186 | 13,512 | 2.4 | 42,992 | 2,302 | 978 | 28.0 | 1,072 | 59.6 | 4,487 | 18.8 | 124.5 |
| | | 1949 | 4,922 | 9,040 | 13,962 | 2.9 | 37,499 | 2,184 | 1,018 | 33.0 | 1,144 | 55.9 | 4,776 | 17.3 | 107.9 |
| | Missouri Pacific* | 1950 | 17,113 | 22,122 | 39,235 | 2.0 | 47,439 | 2,382 | 1,059 | 29.1 | 1,090 | 54.8 | 6,100 | 20.0 | 111.8 |
| | | 1949 | 21,184 | 19,073 | 40,257 | 1.8 | 45,239 | 2,317 | 987 | 28.8 | 1,026 | 55.9 | 5,727 | 19.6 | 97.7 |
| | Texas & Pacific | 1950 | 2,632 | 8,681 | 11,313 | 5.0 | 54,423 | 2,644 | 949 | 24.4 | 1,122 | 72.0 | 6,420 | 20.6 | 172.2 |
| | | 1949 | 1,970 | 6,970 | 8,940 | 4.3 | 52,435 | 2,444 | 870 | 24.9 | 1,324 | 89.2 | 5,891 | 21.5 | 112.4 |
| | St. Louis-San Francisco | 1950 | 9,242 | 14,284 | 23,526 | 3.2 | 37,350 | 2,185 | 975 | 29.9 | 932 | 47.3 | 4,777 | 17.2 | 72.6 |
| | | 1949 | 13,346 | 11,105 | 24,451 | 2.6 | 36,336 | 2,117 | 933 | 30.7 | 865 | 44.8 | 4,537 | 17.2 | 73.2 |
| | St. Louis Southw. Lines | 1950 | 1,476 | 5,295 | 6,771 | 1.3 | 51,111 | 2,581 | 1,154 | 26.3 | 2,017 | 103.9 | 8,115 | 19.8 | 113.5 |
| | | 1949 | 2,004 | 4,961 | 6,965 | 2.2 | 45,177 | 2,359 | 1,054 | 27.5 | 1,774 | 92.2 | 7,763 | 19.2 | 111.9 |
| | Texas & New Orleans | 1950 | 4,062 | 17,944 | 22,006 | 2.5 | 41,480 | 2,177 | 906 | 28.9 | 1,121 | 62.4 | 5,544 | 19.2 | 102.8 |
| | | 1949 | 4,769 | 17,582 | 22,351 | 2.9 | 40,017 | 2,114 | 874 | 28.7 | 981 | 54.7 | 5,043 | 19.1 | 107.2 |

*Report of trustee or trustees.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

*(Continued from page 72)*

Freight Station Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.

Medical and Surgical Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Protective Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Safety Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

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Construction and Maintenance Section.—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 13-15, 1951, Palmer House, Chicago, Ill.

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Accounting Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, June 11-14, 1951, Hotel Biltmore, New York, N. Y.

Treasury Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, October 18-20, 1950, Broadmoor Hotel, Colorado Springs, Colo.

Traffic Department.—Walter J. Kelly, Vice-President, Transportation Bldg., Washington 6, D. C.

ASSOCIATION OF INTERSTATE COMMERCE COMMISSION PRACTITIONERS.—Sarah F. McDonough (Executive Secretary) 2218 I.C.C. Building, Washington 25, D. C. Annual meeting, November 9-10, 1950, Hotel Jefferson, St. Louis, Mo.

ASSOCIATION OF RAILROAD ADVERTISING MANAGERS.—R. P. Schaffer, Chicago & North Western Ry., 400 W. Madison St., Chicago 6, Ill. Annual meeting, January 22-24, 1951, Ponce de Leon Hotel, St. Augustine, Fla.

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CAR DEPARTMENT ASSOCIATION OF ST. LOUIS.—D. W. Kramer, Relay Depot Mail Room, East St. Louis, Ill. Regular meetings fourth Tuesday of each month, except June, July and August, Hotel DeSoto, St. Louis, Mo.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—F. H. Stremmel, 6536 Oxford Ave., Chicago 31, Ill.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—J. A. Dingess, 8637 South Euclid Ave., Chicago 17, Ill. Regular meetings, second Monday of each month, except June, July and August, LaSalle Hotel, Chicago, Ill.

CENTRAL RAILWAY CLUB OF BUFFALO.—R. E. Mann, Hotel Statler, McKinley Square, Buffalo 5, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

COORDINATED RAILROAD MECHANICAL ASSOCIATIONS.—C. F. Weil, American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—H. J. Hawthorne, Union Railroad, East Pittsburgh, Pa. Next meeting, November 2, 1950, Hotel Roanoke, Roanoke, Va.

EASTERN CAR FOREMAN'S ASSOCIATION.—W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, February (Annual Dinner), March, April, May, October and November, 29 W. 39th St., New York, N. Y.

LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark.

MAINTENANCE OF WAY CLUB OF CHICAGO.—E. C. Patterson, 400 W. Madison St., Chicago 6, Ill. Regular meetings, fourth Monday of each month, October through April, inclusive, except December, when the third Monday, at Eitel's Restaurant, Field Bldg.

MASTER BOILER MAKERS' ASSOCIATION.—A. F. Stigimeier, 29 Parkwood St., Albany 3, N. Y.

METROPOLITAN MAINTENANCE OF WAY CLUB.—John S. Vreeland (Act. Secy.), Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. Meets in February, April, October, and December. Next meeting, October 26, 1950, Skyline Room, Hotel Shelburne, New York, N. Y.

MILITARY RAILWAY SERVICE VETERANS.—S. Thomson, 1061 W. Sheridan Road, Chicago 40, Ill.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—S. Allyson (Acting Sec'y), 7413 New Post Office Bldg., Washington 25, D. C. Annual meeting, November 13-16, Hotel Westward Ho, Phoenix, Ariz.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS.—A. P. Little, Dennison Manufacturing Company, Framingham 12, Mass.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION.—Miss Lois E. Casavant, 930 F. St., N. W., Washington 4, D. C. Annual meeting, October 16-18, 1950, Palace Hotel, San Francisco, Cal.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE. — Edward F. Lacey, Suite 450, Munsey Bldg., Washington 4, D. C. Annual meeting, November 16-17, 1950, St. Francis Hotel, San Francisco, Calif.

NATIONAL RAILWAY APPLIANCES ASSOCIATION.—R. B. Fisher, 59 E. Van Buren St., Chicago 5, Ill.

NATIONAL SAFETY COUNCIL, RAILROAD SECTION.—J. R. Thexton, Delaware, Lackawanna & Western, Hoboken, N. J. Annual meeting, October 17-19, 1950, Hotel Morrison, Chicago, Ill.

NEW ENGLAND RAILROAD CLUB.—William M. McCombs, 35 Lewis Wharf, Boston 10, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Vendome, Boston, Mass.

NEW YORK RAILROAD CLUB. — D. W. Pye, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y.

NORTHWEST CARMEN'S ASSOCIATION.—G. H. Wells, Northern Pacific Railway, St. Paul 1, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

NORTHWEST LOCOMOTIVE ASSOCIATION. — R. M. Wigfield, Northern Pacific Ry., Room 1134, G. O. Bldg., St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

PACIFIC RAILWAY CLUB.—S. E. Byler, 121 E. Sixth St., Los Angeles 14, Cal. Regular meetings, second Thursday of each alternate month at Palace Hotel, San Francisco, Cal., and Hotel Biltmore, Los Angeles, Cal.

RAILWAY BUSINESS ASSOCIATION.—P. H. Middleton, First National Bank Bldg., Chicago 3, Ill. Annual meeting and dinner, November 17, 1950, Waldorf-Astoria, New York, N. Y.

RAILWAY CLUB OF PITTSBURGH.—J. D. Conway, 614 Pittsburgh Life Bldg., Pittsburgh 22, Pa. Regular meetings, fourth Thursday of each month, except June, July, August, September and December, Fort Pitt Hotel, Pittsburgh, Pa.

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SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

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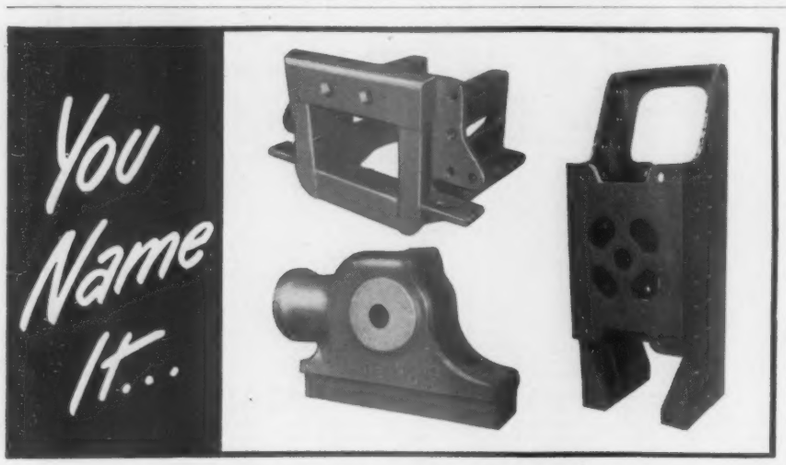
UNITED ASSOCIATIONS OF RAILROAD VETERANS.—Luther Fritts, 155 West Summit St., Somerville, N. J.

WESTERN RAILWAY CLUB.—E. E. Thulin, Suite 339, Hotel Sherman, Chicago 1, Ill. Meetings scheduled for: November 20, December 16, 1950, Hotel Sherman, Chicago, Ill.

WESTERN ASSOCIATION OF RAILWAY TAX COMMISSIONERS.—A. B. Olson, 210 South Canal St., Chicago, Ill. Regular meetings, first Wednesday of each month, Traffic Club, Palmer House, Chicago, Ill.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4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given: also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

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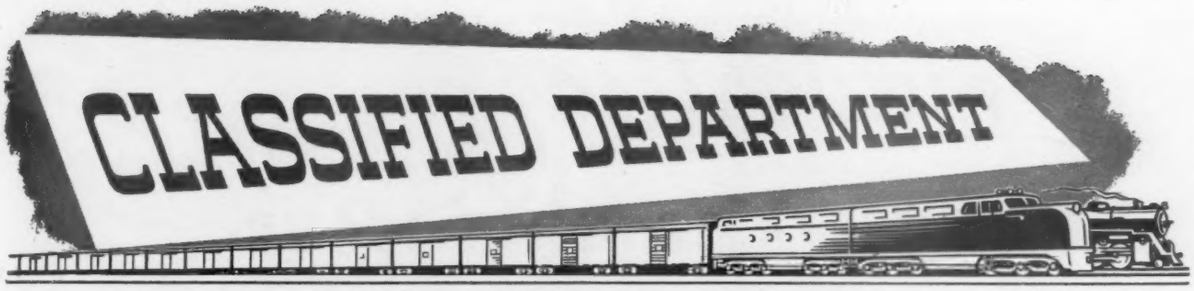


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